

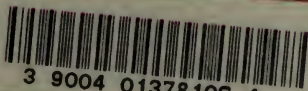
1859

Keefer, Samuel.

Board of railway commissioners. Report.

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B O A R D
OF
RAILWAY COMMISSIONERS
OF
C A N A D A .

R E P O R T
OF
SAMUEL KEEFER, ESQ.,
INSPECTOR OF RAILWAYS,
For the Year 1858.

PRINTED BY ORDER OF THE BOARD.



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RAILWAY COMMISSIONERS

OF THE

PROVINCE OF CANADA.



The Hon. A. T. GALT, Inspector General,—Chairman.

“ JOHN ROSS, *Commissioner Public Works.*

“ SIDNEY SMITH, *Postmaster General.*

“ GEORGE SHERWOOD, *Receiver General.*

“ H. H. KILLALY, *Assist. Com. Public Works.*



J. G. VANSITTART, *Secretary.*



SAMUEL KEEFER, *Inspector of Railways.*

A. DE GRASSI, *Assist. Insp. of Railways.*

INSPECTOR OF RAILWAYS REPORT,

FOR 1858.



TO THE HON. A. T. GALT,
Chairman Board Railway Commission,
Toronto.

TORONTO, 28th February, 1859.

SIR,—I have the honor to lay before the Board of Railway Commissioners the following Report upon the inspection of Railways, under the Accidents on Railways Act—20 Victoria, chapter 12—for the past year, and including the latter part of the previous year.

This Act was passed on the 27th May, 1857, and my appointment, as Inspector of Railways, under it, took place on the 5th September of the same year. It was then too late in the season to complete an inspection of all the lines in operation; and as no Report was therefore submitted for 1857, this one includes the transactions of the past two years, from the date of my appointment up to the close of 1858.

I.—*The Railways of Canada.*

At the time of the passing of the Act, there were 1402 miles of Railway in operation throughout Canada, under the control of eleven different Corporations, as follows:—

1. The Great Western and its Branches, . . .	279 miles.
2. The Grand Trunk (in Canada)	685 “
3. The Northern	95 “
4. The Buffalo and Lake Huron	114 “
5. The London and Port Stanley	24 “
6. The Erie and Ontario	17 “
7. The Cobourg and Peterboro’	28 “
8. The Prescott and Ottawa	54 “
9. The Montreal and Champlain (in Canada)	81 “
10. The Grenville and Carillon	13 “
11. The St. Lawrence and Industrie	12 “

Total 1402 miles.

The oldest of these, the Laprairie and St. John's, now forming part of the Montreal and Champlain Railways, was opened twenty-two years ago, in July, 1836. The dates of the openings of the other lines and sections, as well as the length of each, are given in the accompanying detailed statement No. 1, in which it will be observed that with very few exceptions these lines have been brought into use since 1852.

In the year 1857, subsequently to the passing of the Act, 70 miles of new Railway were completed and inspected under the provisions of the Act, and duly opened for traffic, namely :—

Under the management	{	The Galt and Guelph....	16 miles.
of the G. W. R. Co.	}	The Preston and Berlin....	11 “
			—
			27 “
The Port Hope and Lindsay.....		43	“
			—

Total.... 70 miles,

and thus, at the close of 1857, there were 1472 miles of railway in operation, under the control of twelve different Corporations. [*See Statement No. 2.*]

In the year 1858, there was a further increase of 140 miles of new railway, completed, inspected and opened for traffic during that year, namely :—

The Buffalo and L. Huron—Stratford to Goderich,	45 miles.
The Port Hope, L. and Beaverton—Millbrook and	
Peterboro' Branch.....	13 “
The Grand Trunk—Stratford to London	31 “
The Great Western—Sarnia Branch.....	51 “
	—

Total.... 140 miles.

Add miles open in 1857..... 1472 “

Making in all, at the close of 1858..... 1612 miles, constructed up to that time, but in consequence of two of the lines being closed for the present—namely—the Preston and Berlin, 11 miles, and the Cobourg and Peterboro', 28 miles, there were in reality only 1573 miles in operation at the end of 1858, under eleven different Corporations. [*See Statements 3 and 4.*]

It is worthy of remark that Canada has now more miles of Railway open than Scotland or Ireland, or any one of the six New England States ; more than the three Atlantic States of New Jersey, Delaware and Maryland, or the two Carolinas, North and South, and is only exceeded in the number of miles open by the five following States :

New York, which has.....	2726	miles.
Pennsylvania, “	2678	“
Ohio, “	2978	“
Indiana, “	1939	“
Illinois, “	2774	“

With respect to guage, the following nine lines,—

1. The Great Western and its branches }	346	miles.
“ The Preston and Berlin, now closed.. }	11	“
2. The Grand Trunk, (in Canada).....	716	“
3. The Northern,.....	95	“
4. The Buffalo and Lake Huron,.....	159	“
5. The London and Port Stanley.....	24	“
6. The Erie and Ontario.....	17	“
7. The Port Hope, and Lindsay, and } Peterboro' branch, }	56	“
8. The Cobourg and Peterboro', now closed	28	“
9. The Grenville and Carillon.....	13	“

In all.....1465 miles,

have the Provincial medium guage of five feet six inches.

The three following lines,

1. The Montreal and Champlain,	81	miles.
2. The Prescott and Ottawa,.....	54	“
3. The St. Lawrence and Industrie.....	12	“

In all..... 147 miles,

have the narrow guage of four feet eight and a half inches.

Three of these Railways,—the Erie and Ontario, the Grenville and Carillon, and the St. Lawrence and Industrie are only summer roads running in connexion with Steamboats, and therefore closed in winter.

The following Roads—

The Great Western,
The Grand Trunk,
The Buffalo and Lake Huron, and
The Northern,

have each an electric Telegraph of their own, for working their trains, and by which all trains are duly reported.

The Erie and Ontario,
The Cobourg and Peterboro',
The Prescott and Ottawa, and
The Montreal and Champlain,

although they have no Telegraph of their own, can yet avail themselves of the public lines for sending orders, in cases of necessity. The remaining roads have no accommodation of this kind at present.

There are now in course of construction no less than seven lines or sections of Railway, of which, in all probability about 327 miles will be completed and opened for traffic in the course of this year. They are—

1. The Grand Trunk—St. Mary's to Sarnia.....	70	miles.
2. " " St. Thomas to R. Du Loup....	78	"
3. " " Junction at Victoria Bridge..	6	"
	<hr/>	
	154	miles.
4. Brockville & Ottawa—to Perth & Land Point.	86	"
5. Stanstead, Shefford & Chambly—St. John's	} 45	"
to Stukely.....		
6. The Welland.....	25	"
7. The Hamilton & Port Dover—Hamilton to	} 17	"
Caledonia		
	<hr/>	
	In all.....	327 "

The Stanstead, Shefford and Chambly Railway connects with the Montreal and Champlain Railways at St. John's, and therefore has the same narrow guage as the latter. All the other lines now in course of construction, have the Provincial guage.—See statement No. 5.

All the lines now, or heretofore in operation, have been inspected during the past and previous year—the most of them twice, and some three and even four times. About

two-thirds of the lines in progress of construction have likewise been inspected ; and, in the discharge of these duties, your Inspector has, within the space of sixteen months, travelled upwards of twenty-three thousand miles.

In the several Reports which I have from time to time addressed to the Railway Commissioners, as well as in the Notices served upon the Railway Companies, under the provisions of this Act, are contained full and detailed accounts of what was required by this Act from each Company, and likewise the progress they have made in the fulfilment of the same. It is unnecessary to repeat them here, further than to give a general abstract statement of their nature and extent.

Upon entering on this inspection, there were found in operation four Railways which had no regularly established rules and regulations for the safe and proper management of their lines, and the government of their officers and servants, as required by the 10th and 14th sections of this Act. Three Railways, which, not being adequately provided with the means of turning their engines, were running some of their passenger trains with the engine *tender foremost*, and, on one of these, the practice had *continued for eight years* past. One line had its track laid without any chairs or other proper fastenings at the joints. On several lines, switches were found in dangerous proximity to bridges ; and likewise many temporary tressel bridges which, both from natural decay and original defective construction, were quite unsuited to the regular passenger traffic for which they were used. Many of these have been filled in during the past year, and this filling is still going on wherever any of this class of bridging remains, the trains in the meantime being required to go slowly over them. On one of these lines ten per cent of the rails are worn out, and no spare stock having been provided to make the necessary repairs, the track is in such bad order that passenger trains are now under the special provisions of this Act, run at the very moderate speed of twelve miles an hour.

The risk attending the defects here enumerated in the condition of the track, and in the arrangements for running trains, has been considerably diminished by the efforts made

during the past year, for remedying them, and there is every reason to hope that ere long, all danger from these causes will be entirely removed. The wealthier corporations have promptly met, and in some cases even anticipated the more obvious requirements of the Act, while the less prosperous have really done all that was in their power to comply with its provisions.

The operation of the 16th clause of this Act, which restrains domestic animals from running at large, within half a mile of any Railway has proved most beneficial in its results, and has given greater security to travellers. The owners of cattle have now a direct interest in preventing the obstruction of the track, from their straying about as in former years, for if killed by a train, they have no action against the Company, and in effect their interests are now combined with the interests of the company in preventing accidents, all working together for the public safety.

II.—*Bridging.*

In order to ascertain to what extent the provisions of this Act was applicable to existing Railways, it became my first duty to examine particularly the condition of the track, banks, cuttings, bridges, culverts, fences, road crossings, and the system adopted for their supervision and maintenance, the station arrangements, and in fact everything connected with the construction and management of every one of the lines. The State of the track and bridges has, however, demanded the greater share of my attention during the past year, the former on some roads requiring ballast, and the latter on all of them requiring something to be done, either in the way of repairs or re-construction, to give greater security to the running of trains.

Upon 1601 miles of railway heretofore completed and in operation, there were, at the period of my first inspection, in all 764 bridges of wood, brick, stone or iron, measuring altogether 95,711 feet, or $18\frac{1}{2}$ miles in length, and giving an average distance of two miles between bridges, or 60 feet of bridging per mile. A large proportion of temporary tressel

work being included with the bridging, which, in the course of a year or two, must all be filled up and replaced by solid embankment, the length of bridging will eventually be considerably reduced; but even in its present condition, it will compare most favorably with the same class of works on the railways of the State of New York. The bridging in that State averages 71 feet to a mile, and the average distance between bridges is 1.89 miles.

The brick, stone, and iron bridges, are found only on the Grand Trunk Railway, although the Great Western has lately begun to introduce iron bridges by the construction of one across the valley of the Twelve-Mile Creek, at St. Catherines, which is now nearly completed.

The brick and stone bridges included in the above statement, measure 777 feet in length. The iron bridges measure 18,726 feet, (of which 11,414 feet are girders, and 7,312 feet are tubes)—the iron and stone bridges together measuring 19,503 feet, or $3\frac{2}{3}$ miles of permanent bridging.

In the foregoing enumeration of bridges, are included seven swing bridges, over navigable streams or canals, two of which are on the Great Western, two on the Grand Trunk, two on the Buffalo and Lake Huron, and one on the Cobourg and Peterboro'. The Grand Trunk has judiciously avoided the construction of two bridges of this kind, by making high level crossings of the Ottawa at St. Anne's, and of the Rideau Canal, at Kingston Mills. One of those on the Great Western Railway, that is the one over the Desjardins Canal, should now be replaced by a fixed Bridge, for the reasons that will be hereafter stated.

The accompanying statements, Nos. 6 and 7, give full particulars in relation to the amount and character of the bridging on all roads at the period of my first inspection, and shew the progress made on each during the past year, in getting rid of the temporary structures. It will be seen that during the year, 10,123 lineal feet of temporary pile and tressel bridging, have been filled in with solid embankment and so got rid of entirely; that 1082 feet of wooden bridges

have been re-built, and that 950 feet of wooden bridges have been replaced by iron tubes or girders. In this way upwards of *two miles* of temporary works have given place to those of a permanent character, within the last year.

The class of bridging designated "tressel," has no place on a first-class road, and should never be admitted on any, except for special reasons. It is a great injury to any road on which it is found to exist. It is commonly resorted to for the purpose of passing streams and valleys, where it becomes an object with a Company, or its Contractor to hasten the connection of the tract, or the opening of the line, and thereby save the time that must otherwise be spent in building a culvert and embankment, or the expense they would entail; and thus it often happens that works of a mere temporary character, from force of circumstances, come to be afterwards used for the regular passenger traffic, a purpose for which they are unfit, and for which, in some cases, they were not originally designed. Many instances too have come under my notice, where the cost of the temporary works have exceeded that of a permanent embankment, and in such cases it has actually cost more to build a perishable structure than it would have done in the first instance to finish the work in the most solid and substantial manner.

There are two kinds of "tressel work." The one on which more pains is bestowed is founded on piles or dwarf walls of masonry, and is built of squared timber and framed with care, with the view of being sufficient for the traffic of the road for six or eight years after it is opened. The other is of inferior construction and materials; the sills rest merely on the surface of the ground, and are consequently subject to heaving by the action of the frost, and having to undergo a change every fall and spring, it is impossible to keep them permanently in line or level. In many cases the base is too little for the height, and the top being no wider than the single track, offers no means of horizontal bracing. The long bridges of this kind vibrate laterally, and are not safe for a speed of more than ten miles an hour. They are unfit to be retained in use for a regular passenger traffic, and, consequently, under

the provisions of the Act, notice has been served upon the different Railway Companies that have them, requiring them to slacken speed of trains over them, and to proceed with the filling according as it may be necessary in each case.

The necessities of Railway Companies obliging them to continue the use of such works as long as they will last and remain safe, it frequently happens, owing to the rapid decay of the parts in contact with and buried in the ground, that the point of danger is reached before the finances of the Company are in such a state as to enable it to replace them by permanent works, and thus, in the course of five or six years, a second set of temporary works have to be constructed, thereby augmenting the cost of maintenance in an inordinate degree.

Stone or iron bridges are of course the best and safest that can be constructed for public accommodation; but where, from financial reasons, it is a matter of necessity to have wooden bridges, they should be reduced to the smallest number by building culverts and embankments wherever admissible, and the length of such as are really unavoidable, should be as little as may be consistent with affording safe and sufficient waterway. The frame-work should rest on abutments and foundations of solid masonry, so as to preserve the timber and admit of easy inspection and repair. The nearer wooden bridges are made to approximate to these conditions, the safer they will be for the public, and the better for the Company's interest.

The Great Western Railway Company is at present engaged in the construction of a permanent bridge across the valley of the Twelve-Mile Creek, at St. Catherines, as before alluded to, consisting of a tubular girder of 180 feet span, and two side arches of masonry, of 50 feet each, to take the place of the present tressel of 980 feet in length, over which the trains are now limited to a speed of three miles an hour. It has also ordered an iron swing bridge to take the place of the wooden one at the Desjardin's Canal.

This Company has likewise laid down guard rails on all the larger wooden bridges, thereby giving great additional safety to the public.

III.—*Lake Encroachments.*

TORONTO AND KINGSTON DIVISIONS OF THE GRAND TRUNK RAILWAY.

The line between Toronto and Cobourg having been originally located too near the border of the lake, in some places, repeated interruptions to the traffic took place from the encroachments of its waters, which rendered the track impassable for a time, and threatened the breaching of it at different places. Since the date of my report of the 18th March last on this subject, the Company has adopted effectual measures for its protection at three points along this line, and at a fourth ("Duck Harbour") has removed it entirely inland.

These places are,—

1. Port Union—Highland Creek, 317 miles—Protected.
2. Port Britain—Embankment, 274 miles—Protected.
3. " —Clay cliff, 273 miles—Protected.
4. Duck Harbour—between P. Hope & Cobourg—Diverted.

The new line past Duck Harbour is about 3 miles in length and lies entirely on the solid land. It was completed and opened in December last. The measures adopted for the protection of the other points, afford satisfactory assurance that the line will be preserved in safe order for the public accommodation, until it is ultimately placed beyond the reach of these disturbing causes.

IV.—*Station Arrangements.*

I desire to make special mention of the efficiency of the station arrangements, generally, on the Great Western Railway, because I think them calculated to be of great service in preventing accidents and irregularities, and therefore worthy of adoption by all other lines.

1. There is a wide platform between the main line and the siding, at every important station, where passengers have ample room to step out and pass from one train to another.
2. There is also at every Station a semaphore signal, and whenever the Station is approached by a curve, there are also distance signals. By means of the moveable arm by day,

and of the colored lights by night, the Station Master has complete control of all approaching trains, and can keep them up to regulations, or special orders, and thereby prevent delays and collisions.

3. But the most important of all are the signal switches. At all Stations, and whenever the main line is broken by a switch, there is attached to it, a self-acting day and night signal, and the same motion that changes the switch from the main line to the siding and, *vice versa*, sets the signal which shews the Engineer its true position, and in such a plain manner that he can not possibly mistake it, by day or by night. The red board by day, and the red light by night, give him fair notice that the switch has been set for the siding, while the absence of these signals tells him it is all right for the main line. It stands about 16 feet above the rails, and is visible over the tops of the cars, and can therefore be seen at a considerable distance, even if the Station is approached by a curve, or in the case of backing a train past it.

In my opinion it is very desirable that the signal switches should be generally adopted on all the main lines throughout Canada, and I would venture to suggest that the objects of the commission might be materially served, and the public materially protected by the Board taking this into their favourable consideration.

I must not omit to remark that the Buffalo and Lake Huron Railway is also furnished with signal switches and semaphore signals at all Stations.

V.—*Accidents in 1857.*

From the passing of the Act, 27 May, 1857, to 31 December, of the same year, there were no accidents during this period on the six following roads :

The Port Hope and Lindsay.

The Cobourg and Peterboro.

The Prescott and Ottawa.

The Montreal and Champlain.

The Grenville and Carrillon.

The St. Lawrence and Industrie.

The official returns received at this office, shew that no passenger was killed, and but two were injured during this period, one of whom had his leg broken by jumping off the train when in motion, and the other lost an arm endeavouring to get on as the train started. Eleven employes were killed and five injured, and eleven others, neither passengers nor employes, killed and four injured. The causes of accident may be classified as follows:—

SUMMARY OF ACCIDENTS to <i>On all the Railways, from 27 May to 31 Dec. 1857.</i>	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed.	Injur'd	Killed.	Injur'd	Killed.	Injur'd
1. Getting on and off trains while in motion.	--	2	1	--	--	--
2. Fell or thrown from trains	--	--	1	1	--	--
3. Walking, standing, or lying on track	--	--	4	1	10	4
4. At road crossings	--	--	--	--	1	--
5. Coupling or uncoupling cars	--	--	1	3	--	--
6. Striking against bridge	--	--	2	--	--	--
7. Train off track	--	--	1	--	--	--
8. Collisions of trains	--	--	1	--	--	--
Totals	--	2	11	5	11	4

Of the eleven employes killed, two were trackmen, and were run over in a state of intoxication ; one sitting on a tie asleep ; one scalded to death by engine running off track ; one by a collision through a wood car not being scotched ; one through his own carelessness in shunting ; one falling between the cars in motion ; one uncoupling cars ; two from striking against bridges when the train was in motion ; and one attempting to get on a train at starting.

Of the five employes injured, one had his arm broken by being thrown off a train in transit by a drunken man ; one laborer was tipsy walking on the track ; and three were brakesmen coupling cars.

Of the eleven others killed, two were children playing on the track ; one a deaf man ; one unknown ; two women and five men, two of whom were in a state of intoxication, and all of them trespassing upon the track.

Of the four others injured, one was an Indian ; one a typsy man who ran under the engine ; one lying on the track drunk,

and one walking on the track. These were all trespassing on the Company's property. For further particulars I beg to refer to the detailed Statement, No. 9.

VI.—*Accidents in 1858.*

The loss of human life from Railway operations in 1858 has been very severe, but it will be seen upon a careful review of these accidents, that they have for the most part arisen from the carelessness or imprudence of the sufferers, or from causes over which the Companies have no control.

There were no accidents during this year, on the five following roads :—

The London and Port Stanley.

The Erie and Ontario.

The Port Hope and Lindsay.

The Grenville and Carrillon.

The St. Lawrence and Industrie.

The returns which the several Companies have made to this office in compliance with the 14th Section of the Act, shew an aggregate of 51 persons killed and 27 injured during the year. Of these, 7 passengers were killed and 4 injured, 19 employes killed and 17 injured, and 25 others killed and 6 injured. The causes which have produced this loss of life and limb, may be classified under the following heads :—

SUMMARY OF ACCIDENTS to <i>On all the Railways in Canada, in 1858.</i>	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed.	Injur'd	Killed.	Injur'd	Killed.	Injur'd
1. Getting on or off trains while in motion.	4	4	3	1	..	..
2. Fell or thrown from train.	3	..	4	3	..	..
3. Walking, standing or lying on track .....	..	..	4	..	23	4
4. At road crossings. ....	..	..	..	2	2	2
5. Coupling or uncoupling cars. ....	..	..	4	5	..	..
6. Striking against bridge, or other object, when train was in motion. ....	..	..	3	4	..	..
7. Train off track .....	..	..	..	2	..	..
8. Collision of trains. ....	..	..	..	..	..	..
9. Defective constructions or bad materials .....	..	..	1	..	..	..
Totals	7	4	19	17	25	6

For a similar classification of the accidents as they occurred on each road, see the accompanying Statement, No. 10.

Of the seven passengers killed, four came to their death by getting on or off trains while in motion, (and one of them after every effort was made to prevent him;) one was intoxicated and fell off the train; and the other two fell off the train during transit.

The four passengers injured, received their injury through their own act, in getting on or off trains whilst they were in motion.

Of the nineteen employes killed, twelve were brakemen; four of these were killed coupling cars; four fell off trains; two struck against bridges while standing on top of freight cars in motion; one struck against a freight house, (the track has since been moved;) three attempting to get on trains when in motion; two laborers found dead on track; one roadmaster through the failure of a wooden bridge; one man run over in a state of intoxication; and one, whose foot caught in a switch, and was run over before it could be extricated.

Of the seventeen employes injured, eleven were brakemen; five were injured coupling or uncoupling cars; four struck against bridges while the train was in transit; two, the driver and fireman, jumping off engine when thrown from track by a switch being left open; three falling from trains; two at road crossings, (one from a gate being blown upon him, and the other from a waggon being thrown upon him by the engine;) and one getting on train when in motion.

The loss of life and limb to brakemen coupling and uncoupling cars, has turned the attention of many ingenious persons to inventing self-acting couplers, which form the subject of several patents both here and in the United States; but such is the expense attending their introduction, the inconvenience in the meantime of using different kinds on the same train, and the uncertainty, after all, of their practical efficiency, that it must take a long time—even supposing them to be improvements in reality—to bring them into general use. Two of these are now on trial in Canada, and it is only in this way that their real usefulness can be determined.

My own impression is that without any change whatever in the simple form of link and pin coupling, now in use, the form of the bunters might be so altered as to do away almost entirely with any risk to the brakesman in coupling the cars. It is in the coupling of freight cars that the greatest number of accident has occurred. On some lines the bunters are *double* leaving a clear space for the hand, but the bunter heads are mostly too wide apart, and the brakesman's body is liable to be caught between them. Several have been killed in this way. On other lines the bunters are single, and placed immediately over the draw-bars, but while they afford perfect protection to the body they leave the hand in danger. When the cars of one line are run over another, these two classes of cars are sometimes mixed together in the same train, and then the brakesman's duty is rendered more hazardous from the use of a promiscuous stock.

From this it would appear that a very beneficial effect might be produced, at a moderate outlay, by the general adoption of one standard form of bunter so judiciously constructed and arranged as to guard both the body and the hand. But whether it is by an assimilation of stock, or by the use of self-couplers, or both, that this class of casualties can be diminished, is a question which can only be solved in a satisfactory manner, by the advice and concurrence of the different Railway Companies. It appears to be one which demands their earnest attention, and I would therefore respectfully suggest for the consideration of the Board, whether some action might not be taken to bring it before them.

Of the twenty-five others killed, nine were run over on the track in a state of intoxication; two were asleep; two deaf; one an Indian; one woman found dead in a cattle-guard; an unknown man found dead on the track; a father and child killed at a road-crossing, the father endeavoring to rescue the child playing there; one man lying on the track, supposed to be in a fit; a boy jostled off the platform at a station, by the passengers getting on the train while in motion; one man falling between the engine and cars; one struck by a train at a street crossing, Montreal; one found dead under suspicious circumstances; and two attempting to cross the track in

vehicles as the train was approaching. Of the foregoing, seventeen were trespassing on the Company's property.

Of the six others injured, one was a farmer standing on the track, and did not hear the whistle; one a man of unsound mind sitting on the track; two driving across the track in front of an approaching train; one jammed between cars; and one drunken woman sitting on the track. Of these, three were trespassing on the track.

Of the whole number of persons killed, 14 *per cent.* were passengers; 36 *per cent.* employes; and 50 *per cent.* neither passengers or employes.

Three-fifths of the deaths, and one-third of the injuries not resulting in death, were caused by persons walking or being on the track, or attempting to cross it at highways when a train was approaching.

One passenger was killed for every 13,003,900 miles travelled, and one was either injured or killed for every 8,275,209 miles travelled.

VII.—*Practical Suggestions.*

The most effectual way of preventing accident, is by promptly removing as far as possible all the known causes which produce them. Experience in Railway administration upon old and well-established lines has shewn what these causes are, and by careful attention, and a thorough investigation into the circumstances of every accident or irregularity, (for irregularity is the fruitful source of accident) a Company may at once apply the proper remedy, and thereby diminish the chances of their recurrence. In this way there should be a gradual but progressive improvement from year to year, but, as we may never expect perfection in human affairs, so it is not to be supposed that the Railway system will ever reach that state, when accidents will be no longer possible. We must only use our best endeavors by every aid that science and experience can afford to guard against them.

Under the provisions of the Act, as before stated, such works and regulations as, in my judgment, required the

more immediate attention of the several Companies, were brought under their notice, and for the most part have met with proper attention ; but in the course of my inspection, there were many things, which I did not feel myself authorised under the Act to call upon them to do, but which, nevertheless, appeared to be necessary for the public safety. I have reserved these for the consideration of the Board, and would respectfully suggest that some further provisions might be added to the Railway Laws of this Province with advantage to the public, and without injury to the companies generally ; and

1st. *In reference to level crossings of Railways.*

There are at present no less than nine crossings of one Railway by another, where their tracks are on the same level, besides five where the crossing is either over or under. They are as follows :—

The Grand Trunk Railway crosses	On a Level.	Over or under.
1. The Lachine Railway .....on a level	1	..
2. The Prescott and Ottawa .....over	..	1
3. The Brockville and Ottawa.....over	..	1
4. The Cobourg and Peterboro' .....level	1	..
5. The Port Hope and Lindsay .....over	..	1
6. The Northern, Toronto Freight siding...level	1	..
7. The Great Western, Toronto.....“	1	..
8. The Guelph Branch, Guelph“	1	..
9. The Buffalo and Lake Huron, Stratford, “	1	..
10. The Great Western, London,“	1	..
Total.....	7	3

The Great Western crosses

1. The Erie and Ontario, .....over	..	1
2. The Welland“	..	1
3. The Buffalo and Lake Huron, Paris ....level	1	..

The Buffalo and Lake Huron crosses

1. The Welland Railway, at Pt. Colborne, level	1	..
Total.....	9	5

The Railway Laws do not oppose a sufficient check to the continued increase in the number of level crossings, whereas it is most desirable from considerations of public safety, that they should be as few as possible. Under the Railway Clauses Consolidation Act, 14 and 15 Vic., cap. 51. sec. 9., sub sec. 15, power is granted for making them without limit; and under the Accidents on Railways Act, 20 Vic., cap. 12. sec. 11., special regulations are prescribed for their proper use. It may be said that these regulations if faithfully obeyed, must insure safety at such crossings, but inasmuch as all special regulations for avoiding danger, must depend upon human agency, which is sometimes irregular in its actions, it is undoubtedly wiser to avoid it by proper construction in the first instance, than to admit imperfections into one system, and then to devise the means of guarding against the dangers they inevitably create. In future no level crossings of two railways should be permitted, except for special reasons, and with the express sanction of the Board of Railway Commissioners. It may indeed be possible to reduce their present number; for one of these at least, it is quite possible to get rid of,—namely, the level crossing of the Grand Trunk and Great Western, on a steep gradient, and in a deep cutting at the west end of this city; and in the formation of a general Central Railway Station here, of which the public now reap the advantage by the present temporary buildings, certain changes in the railway lines converging from the west, and referred to in my report of the 11th March last, have been suggested, and discussed by the Companies interested in them, by which this crossing was to have been abandoned. The getting rid of this crossing, should be insisted on as one of the conditions to the approval of these changes.

One of the most dangerous of the level crossings—that of the Welland and Great Western at Thorold Station—which occurred on a gradient of 45 feet in a mile on the latter, and 83 feet in a mile on the former, has, through the intervention of the Board, been got rid of, and an over-crossing constructed in its stead. The dangers which have been averted through this change of the crossing, may be considered as amongst the most important results of the Commission.

2nd. *Level crossing of common roads with the Railway.*

It is desirable to reduce the number of level road crossings as much as possible, and for this object, power might be granted to the Railway Companies, to make diversions of existing roads within certain limits, and to acquire land for that purpose. No such power is contained in the Acts heretofore mentioned. There are many instances where a new road of less than a quarter of a mile in length running parallel with the line of Railway, will save one and sometimes two level crossings, and there are places where a road of less than a hundred yards would make one crossing answer for two, and as the risk to travellers from these is just in proportion to their number, every one saved is by just so much a reduction of the chances of accident.

The Railway Clauses Act requires that notice boards should be placed at all level crossings of Highways, but its application is limited, by the preamble, to Railways which shall by any Act thereafter passed, be authorized to be constructed. But the Great Western and its branches, as well as the London and Port Stanley, making in all 481 miles of Railway, form the exception of the general rule. They have not erected notice boards at any of their level road crossings, and they claim exemption from such service under their several special Acts of incorporation. In a communication which I addressed to the former Company on the 30th November last, under the provisions of the Accidents on Railways Act, I called upon the Company to put them up, but as yet have had no reply. If there is any doubt as to the application of this Act to such cases, it is proper it should be removed by further legislation. It is due, however, to the Great Western Company to state that at nearly all their principal road crossings they have erected dwellings for their trackmen, and placed the crossings in charge of the family living there; but still the advantage gained by the arrangement does not appear to warrant the dispensing with notice boards, for they are just as necessary here as on other roads. If on the other hand they are not requisite as a means of safety on the Great Western, then it must be concluded that other Railway Companies have been

put to an unnecessary expense in this action. If the provisions of the Railway Clauses Act could be extended to all roads, the public interest would be better secured.

3rd. *Clearing the extra width.*

The Great Western Railway Company was called upon at the same time and for the same reasons as before stated to clear the land immediately adjoining their line of all standing trees which in falling might reach the track, for although they have the necessary powers under their amended Act, still it does not oblige them to do this work. If it is right to call upon other Companies to take these necessary precautions against accident there can be no injustice in rendering the law general in its application, and in obliging all Companies to do the same.

4th. *Ballast.*

Every Railway Company will readily admit the expediency of having its line sufficiently ballasted throughout to give a firm and regular track, before it is opened for public accommodation. They will acknowledge that the loss they sustain from damage and destruction of rails,—from irregularity of track, slowness of trains, breakage of machinery, increased cost of maintenance, detentions from ballast trains, and the risk generally attending their operations, consequent on a premature opening without ballast, is a very serious matter, and that it is against their best interests to do so; and yet, such is the pressure upon the Officers of the Company from impatience of public expectation, that very few lines have heretofore been opened to the public with a sufficiently ballasted track. It could therefore be no injury, but rather an advantage to the Companies, as well as to the public at large, and would relieve the Inspector of Railways from a weighty responsibility, to have a provision inserted in the Accident on Railways Act, to the effect that their should be at least a certain depth and width of ballast on all parts of the line, before it is opened to the public; and that all existing roads shall likewise be ballasted to the same extent within a certain reasonable length of time.

5th. *Signal Switches.*

Reference has already been made to the efficiency of these signals as adopted on two great roads, and an opinion expressed that it would tend to prevent accidents and irregularities to have them adopted generally throughout Canada. They are therefore again referred to here, with a view of recommending that our Canadian Railway system should be characterised as efficient and complete in this respect ; which might be done by requiring that every opening of the main line by a switch shall be furnished with these signals. Several minor accidents have occurred within the last year, from trains getting off track at the common switches, which fortunately, did not prove serious. It is believed that the adoption of signal switches would be the most effectual way of preventing such accidents in future.

6th. *Assimilation of Signals.*

It is an elementary principle in railway management, that train signals should be few in number, distinctive in character, and invariable in their signification.

The signals given by the locomotive whistle, are in general use on all railways, but a different signification is attached to them on different roads in Canada. On the Great Western for instance, and on six other roads, if it becomes necessary for any reason to stop a train, the driver gives *one* short whistle as the signal to put on the brakes ; while to accomplish the same thing on the Grand Trunk, and on four other roads, the driver will give *two* short whistles, and if in apprehension of danger *three*, or a continued succession of whistles. If this diversity of signals is allowed to continue, and become an established practice with the different roads, the time may come some day, when either from change of drivers, conductors or brakemen from one road to another, or from the meeting of the trains of different roads at the same station, as for instance at the Union station in this city, misapprehension of the signal may lead to serious accidents, and it is therefore extremely desirable that the proper signification of these signals should be fixed by competent authority, for all lines.

The signals given by the locomotive whistle as at present, are as follows :

On the Great Western and six other lines,

One sound of the whistle is the signal to put on the brakes.

Two sounds of the whistle “ to take them off.

Three sounds of the whistle “ to let the train into
the siding.

On the Grand Trunk and four other lines,

One sound of the whistle is the signal to take off the brakes.

Two sounds of the whistle “ to put them on, and

Three sounds of the whistle “ to put them on when a
train is stopped unexpectedly.

The former of these systems is that which obtains generally throughout the United States—the latter corresponds with the practice in England. These signals may to some appear to be of a merely arbitrary character, and it may be supposed a matter of no moment whether the signal for putting on the brakes shall be given by *one* or by two sounds of the whistle, so long as they are distinctly understood by all the men connected with the working of trains ; but it will be found, upon a full consideration of all the different circumstances under which it may be necessary to use these signals, that a principle is involved in the choice between *one* and *two* sounds, and that that choice, under certain circumstances, may materially affect the safety of a train. But whatever views may be entertained in regard to the respective merits of the two systems, it is obviously requisite, on public grounds, that one or the other should prevail, in order to avoid the mistakes which are likely to happen from a confusion of signals. In this view of the case, it does not appear to be unreasonable that the Companies should be required to agree amongst themselves in the establishment of one uniform code of signals for the whole Province.

8. *Desjardins Canal Swing Bridge, Great Western Railway.*

Taking into consideration the magnitude of the interests involved in the railway operations, which are more or less affected by the maintenance of a swing bridge in this position,

for the special accommodation of the trade with Dundas, and contrasting it with the continually diminishing amount of that trade since the opening of the railway, it must be admitted that there is no longer any paramount public necessity for a swing bridge at this place. The trade of Dundas will not be cut off, nor suffer in any material degree, by making it a fixed bridge. A clear headway of 40 feet can be given to it, affording much better accommodation than the St. Anne's bridge of 36 feet headway, under which is passed, without difficulty, the whole trade of the Ottawa.

The canal is closed for four or five months in the year, and, since the opening of the railway, the effect has been to divert into other channels the trade which formerly centered in Dundas, for this has actually declined from 103 vessels, in and out, in 1854, to 27 in 1858, being now only a quarter of what it then was. These vessels carry no passengers, but only freight of the heaviest kind, consisting chiefly of lumber, coal and iron.

On the other hand, there are upwards of half a million of passengers annually transported by rail across the canal, who are put to inconvenience, and whose safety is in some degree compromised by the maintenance of the swing bridge.

The circumstances, therefore, which originally influenced the construction of a swing bridge, do not now exist.

The Company has repaired the present bridge, and made it much stronger than it ever was before, and is now preparing to erect an iron bridge in place of it, of the most substantial character, but owing to its position, on a gradient of 45 feet in a mile, and the indispensable necessity of stopping the trains, in compliance with Government regulations, there are difficulties connected with the keeping of a swing bridge in this position which, no form of construction, no arrangements or regulations, however good they may be in themselves, can entirely obviate. It would promote the public interest to get rid of this swing bridge; but, of course, that desirable object cannot be accomplished at the sacrifice of any private or local interest—the vested rights of the Town of Dundas, in its channel of trade, must be respected, but it is to be hoped

that some way will be found of securing all the advantages of a permanent fixed bridge, without doing any injury to these rights. With this view it might be advisable to concede to the Great Western Company the power of establishing a fixed bridge, upon their making arrangements to satisfy the Town for the change.

In laying these several suggestions before the Board, and soliciting their attention to them, I would beg to add, that it seems advisable, in the event of any action being taken in regard to them, that *all* the railways now in operation should also be subject to all the clauses of the Railway Clauses Consolidation Act, which have reference to the construction or working of the same.

Railway Statistics.

The advantages to be derived from giving general publicity to all the facts connected with construction and operation of Railways, are now so well known, and so fully appreciated, that it is unnecessary, at this time, to urge any reason for it. In the general provisions of the Railway Clauses Consolidation Act, 14 and 15 Vic., cap. 51, Sec. 22, the Legislature appears to have had this object in view, by requiring from all the Companies amenable to its provisions, particular and detailed accounts of the monies received and expended, and a classified statement of goods and passengers, transported by them, to be submitted annually to the three branches of the Legislature; and under the same Act, the Legislature may make further provisions with regard to the form or details of accounts, or the mode of attesting or rendering them, without infringing upon the privileges granted to them.

I have been unable, however, to find that any Company has yet complied with this provision of the Act, or that any one of them has been called upon for this information. I would, therefore, beg to suggest the preparation by the Secretary, of a blank form of return, somewhat similar to the one adopted by the Railroad Commissioners, of the State of New York, (herewith submitted) only not quite so elaborate in detail, and having a printed copy sent to each Company,

with a request to have it filled up and returned to this Office, by the first day of February in each year, or within one month after the period of their Annual Report, or fiscal year. The returns should be made annually, rather than half-yearly, because the traffic runs through its different phases, and completes them with the annual revolution of the seasons. They would set forth, in the clearest manner, the financial condition of every Railway; the cost of its construction and equipment, and the value of materials on hand; its characteristics, in regard to length, permanent way, gradients, curvation, bridges and culverts, road crossings, buildings and rolling stock; the number of officers and men in the service of the Company; the receipts from passengers and freight, through and way, in both directions, as well as from mails and other sources properly classified; and the expenditure for maintenance of way and works, buildings and rolling stock, and for working the trains, under the head of coaching charges.

The Companies generally have a Board of Audit established in connection with their administration, for the purpose of organising and recording these classes of data, and can therefore supply this information without difficulty. I have not considered myself authorised under the Accidents on Railways Act, to go into the questions of cost of construction, returns of traffic, or the comparative economy of the working operation, and have therefore confined myself simply to calling for such information as bears directly upon the object of this Act: namely, the number of miles run by all the trains, their average and maximum speed, the number of passengers carried, and the average and aggregate number of miles travelled by them during the year, and the number, description, and condition of the locomotive engines and rolling stock. These returns will be found with the accompanying documents, and the information they contain is given in a condensed form in the accompanying Statements, Nos. 11, 12, 13 and 14.

From these we learn, according to statement 11, that in 1858, the average speed of express trains, including stops, is 26 miles an hour, and in motion between stations $30\frac{1}{2}$ miles

an hour. The maximum speed is attained by the express trains on the Montreal and Quebec division of the Grand Trunk Railway which is 36 miles an hour.

The average speed of accommodation trains is 22 miles an hour including stops, or 27 miles in motion between stations.

The average speed of mixed trains is 15 miles, including stops, or 19 miles when in motion.

The average rate of freight trains is 13 miles including stops, or 19 miles when in motion.

From Statement No. 12, we learn that the total number of locomotive engines on all roads, at the end of 1858, was 366.

From Statement No. 13, it appears that at the close of 1858, the total number of 1st class passenger cars was, 213.

do	2nd class	do	122.
----	-----------	----	------

do	Baggage, Mail and Express..	112.
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do	Box, Freight and Cattle.....	2477.
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The total number of Platform Cars,	1841.
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do.	Gravel Cars.....	815.
-----	------------------	------

do.	Spar Trucks.....	24.
-----	------------------	-----

do.	Snow Ploughs,	40.
-----	---------------------	-----

do.	Hand Cars	184.
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From Statement No. 14, it appears that in 1858—

The total number of miles run by passenger trains MILES.

was 1,735,821.

do.	do.	mixed and freight trains, 1,671,137.
-----	-----	--------------------------------------

do.	do.	wood and const'n. trains, 878,648.
-----	-----	------------------------------------

do.	do.	by all trains..... 4,532,742.
-----	-----	-------------------------------

The total number of passengers carried was..... 1,613,935.

The total number of miles travelled by passengers

was, 91,027,299.

The aver. number of miles travelled by each passenger, $31\frac{9}{16}$.

Map and Profile of Completed Railway.

Under the general provisions of the Railway Clauses Consolidation Act, every Railway Company is required to furnish the Commissioners of Public Works with a map and

profile of its completed line, and of the land taken and obtained for its use, within a reasonable time after its completion, and like maps of the parts located in different Counties to be filed in the Registry Offices for the Counties in which such parts are situated. The law in this respect has not been complied with, and I would beg to suggest that some action be taken for obtaining these maps for the use of the Board. If constructed on a uniform scale they would, when brought together, supply the materials for compiling a correct map of the Province, and be of great service in the further prosecution of the Geological Survey, and for many other purposes.

All of which is respectfully submitted for the consideration of the Board by, Sir,

Your very obedient Servant,

SAMUEL KEEFER,

Inspector of Railways.

APPENDIX.

THE RAILWAYS OF CANADA, I.

In operation at the passing of the "Accidents on Railways Act," 20 Victoria, cap. 12, 27th May, 1857, with date of opening of each Section.

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	Length of Sub-divisions	Total Length.
			Miles	Miles
1	Great Western Railway and its branches, under one management :			
	Suspension Bridge to Hamilton,	10 Nov. 1853.	43	
	Hamilton to London	21 Dec. 1853.	76	
	London to Windsor	27 Jan. 1854.	110	
				229
	Branches :—Harrisburg and Galt.....	21 Aug. 1854.	12	
	Hamilton and Toronto	3 Dec. 1855.	38	
				50
2	Grand Trunk Railway :			
	Toronto to Guelph	July, 1856.	50	
	Guelph to Stratford	17 Nov. 1856.	39	
	Toronto to Oshawa	Aug. 1856.	33	
	Oshawa to Brockville,	27 Oct. 1856.	175	
	Brockville to Montreal.....	19 Nov. 1855.	125	
	Montreal to St. Hyacinth.....	Spring, 1847.	30	
	St. Hyacinth to Sherbrooke.....	Aug. 1852.	66	
	Sherbrooke to Province Line....	July, 1853.	30	
	Richmond to Quebec.....	27 Nov. 1854.	96	
	Chaudiere Junction to St. Thomas...	23 Dec. 1855.	41	
3	Northern Railway,—(Ontario, Simcoe, and Huron):			685
	Toronto to Bradford.....	13 June, 1853.	42	
	Bradford to Barrie.....	11 Oct. 1853.	21	
	Barrie to Collingwood.....	2 Jan. 1855.	32	
4	Buffalo and Lake Huron :			95
	Fort Erie to Paris.....	1 Nov. 1856.	82	
	Paris to Stratford.....	22 Dec. 1856.	32	114
5	London and Port Stanley	1 Oct 1856.	....	24
6	Erie and Ontario, (Niagara to Chippewa.)	3 July, 1854.	....	17
	Carried over.....	.....	.....	1214

THE RAILWAYS OF CANADA—[*Continued.*]

In operation, 27th May, 1857.

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	Length of Sub-division.	Total Length.
	Length brought forward.....	-----	-----	1214
7	Cobourg and Peterboro'.	May, 1854.	-----	28
*8	Prescott and Ottawa.	Dec. 1854.	-----	54
9	Montreal and Champlain, one management :			
	Montreal to Lachine	Nov. 1847.	8	
	Caughnawaga to Moers' Junction, (to boundary)	Aug. 1852	32	
	St. Lambert to St. John's, (old portion, July, 1836)	Jan. 1852.	20	
	St. John's to Rouse's Pt. (to boundary)	Aug. 1851.	21	
				81
10	Grenville to Carillon,	Oct. 1854.	-----	13
11	St. Lawrence and Industrie.....	May, 1850.	-----	12
	11 Railways—Total miles..	-----	-----	1402

* NOTE.—The four last mentioned Railways 8, 9, 10 and 11, have the narrow guage of 4 feet 8½ inches. All the rest have the Provincial medium guage of 5 feet 6 inches.

Nov 10 : See p. 7.

II. THE RAILWAYS OF CANADA.

Inspected under the Act 20 Vic., cap. 12, and opened for Traffic in 1857.

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	LENGTH.
1	Galt and Guelph, under management of Great Western Railway Company.	28 Sept. 1857.	16
2	Preston and Berlin, do do	2 Nov. 1857.	11
3	Port Hope, Lindsay and Beaverton Railway to Lindsay.....	30 Dec. 1857.	43
	3 Sections opened—Total Miles..	-----	70
	11 Railways in operation 27 May, 1857.	-----	1402
	12 Railways in operation at close of 1857.	-----	1472

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

RAILWAYS OF CANADA,

*Inspected under the Act. 20 Vic., Cap. 12, and opened for
Traffic in 1858.*

No.	CORPORATE NAME OF RAILWAY.	DATE OF OPENING.	MILES LENGTH.
1	Buffalo and Lake Huron—Stratford to Goderich	28 June, 1858.	45
2	Port Hope, Lindsay and Beaverton— Branch from Millbrooke to Peterboro'	18 Aug. 1858.	13
3	Grand Trunk Railway—Stratford to London	27 Sept. 1858.	31
4	Great Western Railway—Sarnia Branch Komoka to Sarnia	27 Dec. 1858.	51
	4 sections opened in 1858—Total miles		140
12	Railways in operation at close of 1857		1472
12	Railways constructed at close of 1858		1612
	Deduct lines closed in 1858 : Preston and Berlin, miles 11 Cobourg and Peterboro' ---- " 28		39
11	Railways in operation at close of 1858		1573

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

RAILWAYS OF CANADA,

In operation at the close of the year 1858, and the length of the same.

No.	CORPORATE NAME OF RAILWAY.	MILES. LENGTH
1	Great Western Railway, main line miles 229 Toronto, Guelph and Sarnia Branches " 117	346
2	Grand Trunk Railway,—(in Canada.).....	716
3	Northern Railway	95
4	Buffalo and Lake Huron	159
5	London and Port Stanley	24
6	Erie and Ontario,—(closed in Winter.).....	17
7	Prescott and Ottawa	54
8	Montreal and Champlain Railways—(in Canada.).....	81
9	Grenville and Carillon—(closed in Winter.).....	13
10	St. Lawrence and Industrie	12
11	Port Hope, Lindsay and Beaverton, main line .. miles 43 Millbrooke and Peterboro' Branch..... " 13	56
		Total.....
		1573

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1858.

RAILWAYS OF CANADA,

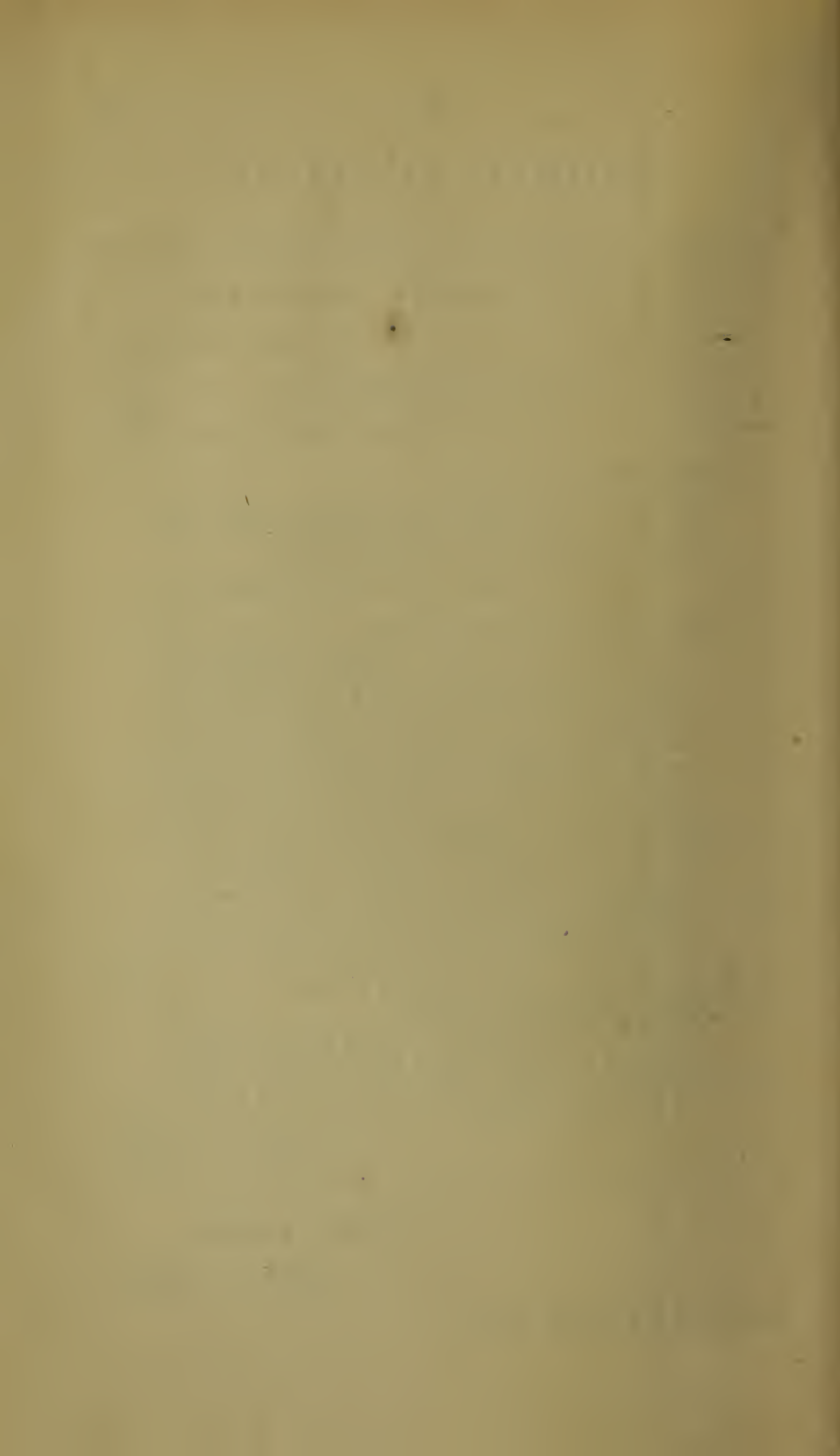
*In progress of construction on the 1st January, 1859, and
the length that will probably be opened this year.*

No.	CORPORATE NAME OF RAILWAY.	LENGTH IN MILES.
1	The Grand Trunk Railway : Extension from St. Mary's to Sarnia..... miles 70 " " St. Thomas to River Du Loup " 78 Junction of Main Line, with Victoria Bridge, and including the Bridge to Point St. Charles...6	154
2	The Brockville and Ottawa Railway : The Line from Brockville to Pembroke, including the Perth Branch, is 120 miles long. The grading has been prosecuted as far as the Bouchere, 81 miles from Brockville. The track has been laid on 37 miles of the Main Line, as far as Franktown, and on the Perth Branch 11 miles—this part has lately been opened—the rest to Land Point will probably be opened this fall.....	86
3	Stanstead, Shefford and Chambly, (narrow gauge) : The Line from St. John's to Stanstead is 82 miles in length ; the grading has been prosecuted as far as Stukely, 45 miles from St. John's. The track laid to West Farnham, 13 miles, which is now open ; the rest to Stukely will be open this fall.....	45
4	Welland Railway, will be opened in spring.....	25
5	Hamilton and Port Dover Railway : From Hamilton to Caledonia, uniting with the Great Western at Hamilton, and the Buffalo and Lake Huron at Caledonia. The grading is nearly done ; to be opened this fall.....	17
		Total.....
		327

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.



Description and Length of Bridging on all the Railway Lines in Canada, at the period of first inspection, in 1857 and 1858.

	NAME OF RAILWAY.	No. of MILES.	WOODEN BRIDGES.								IRON BRIDGES.						BRICK OR STONE ARCH BRIDGES.			SWING BRIDGES, WOOD OR IRON.			TOTAL							
			TRESSEL. No. of Spans. Length in Feet.		PILE. No. of Spans. Length in Feet.		BENT AND BEAM. No. of Spans. Length in Feet.		ARCH AND TRUSS. No. of Spans. Length in Feet.		No. of Bridges. No. of Spans. Length in Feet.		GIRDER. No. of Spans. Length in Feet.		TUBULAR. No. of Spans. Length in Feet.		BRICK OR STONE ARCHES. No. of Spans. Length in Feet.		No. of Bridges.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.	BRIDGING.					
																									No. of Bridges.	No. of Spans.	Length in Feet.	No. of Bridges.	No. of Spans.	Length in Feet.
1	Great Western Railway, Main Line	229	107	94	2359	34	416	276	6964	37	4139	2	2	247	109	443	14 125				
"	" " Toronto Branch	38	32	49	811	2	54	32	872	19	1869	32	102	3 606				
"	" " Guelph "	28	19	28	675	..	..	37	1197	..	..	..	..	..	..	..	..	..	..	..	..	..	19	65	1 872
"	" " Sarnia "	51	29	134	2743	..	..	14	180	6	294	..	..	..	..	..	..	..	..	..	..	..	29	154	3 217
Great Western and its Branches			346	187	305	6588	36	470	359	9213	62	6302	2	2	247	189	764	22 620				
2	Grand Trunk Railway (in Canada)	716	209	14	220	*187	3007	24	2641	104	234	11,414	66	7312	30	667	10	19	777	2	3	269	325	577	26 307			
3	Northern Railway	95	42	138	3692	40	459	10	129	7	654	..	..	..	..	..	..	..	..	..	..	..	42	195	4 934
4	Buffalo and Lake Huron Railway	159	62	229	5997	18	231	59	1275	21	1954	2	2	196	64	329	9 653				
5	London and Port Stanley	24	9	28	897	..	..	24	745	3	441	..	..	..	..	..	..	..	..	..	..	..	9	55	2 083
6	Erie and Ontario Railway	17	7	37	600	..	..	10	254	5	182	..	..	..	..	..	..	..	..	..	..	..	7	52	1 036
7	Cobourg and Peterboro', (now closed)	28	12	849	12760	6	115	38	2722	1	2	126	13	895	15 723				
8	Prescott and Ottawa	54	26	130	1910	389	3581	23	412	5	427	..	..	..	..	..	..	..	..	..	..	..	26	547	6 330
9	Montreal and Champlain, (in Canada)	81	44	14	261	24	268	43	861	8	368	..	..	..	..	..	..	..	..	..	..	..	44	89	1 758
10	Grenville and Carillon	13	4	..	..	..	..	..	8	323	..	..	..	..	..	..	..	..	..	..	..	..	4	8	323
11	St. Lawrence and Industrie	12	4	..	..	..	..	4	98	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	98
12	Port Hope and Lindsay and Peterboro' Branch	56	37	164	4145	9	115	6	73	5	313	..	..	..	..	..	..	..	..	..	..	..	37	184	4 646
Total			1601	648	1045	24,090	1379	18,104	731	16182	186	16327	104	234	11,414	66	7312	30	667	10	19	777	7	9	838	764	3699	95 711		

* Includes all open beam culverts of 10 feet span and upwards.

Swing Bridge over the Welland Canal, 1 Span 66 Feet, 121 Feet over all—Wood.

"	"	Desjardins	1	"	66	"	126	"	"
"	"	River Richelieu	1	"	64	"	147	"	"
"	"	Lachine Canal	2	"	49	"	122	"	Iron.
"	"	Welland	1	"	64	"	104	"	Wood.
"	"	Feeder	1	"	60	"	92	"	"
"	"	Rice Lake	2	"	52	"	126	"	"

TORONTO, 28th February, 1859.

SAMUEL KEEFER,

Inspector of Railways.

RAILWAYS OF CANADA.

Average Bridging per mile, and average distance between Bridges on all the Railways in Canada, at period of first inspection, in 1857 and 1858.

NAME OF RAILWAY.	Average feet of Bridging, per mile.	Average distance betw'n Bridges.
1. Great Western Railway, and its Branches.	66	1 mile $\frac{4}{5}$.
2. Grand Trunk " (in Canada.) ----	37	2 " $\frac{1}{5}$.
3. Northern " -----	52	2 " $\frac{1}{4}$.
4. Buffalo and Lake Huron Railway -----	61	2 " $\frac{1}{2}$.
5. London and Port Stanley " -----	87	2 " $\frac{3}{4}$.
6. Erie and Ontario Railway -----	61	2 " $\frac{3}{8}$.
7. Cobourg and Peterboro' Railway,—(now closed) -----	561	2 "
8. Prescott and Ottawa Railway -----	117	2 "
9. Montreal and Champlain " (in Canada) --	22	1 " $\frac{7}{8}$.
10. Grenville and Carillon " -----	25	3 " $\frac{1}{4}$.
11. St. Lawrence and Industrie Railway -----	8	3 "
12. Port Hope, Lindsay and Beaverton and Peterboro' Branch -----	83	1 " $\frac{1}{2}$.
Total average ----	59 $\frac{9}{12}$	2 miles.
The same average for all the Railways in the State of New York, according to the Railroad Commissioner's Report for 1856, was ----	71	1.89

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

PROGRESS REPORT
Of Permanent Works substituted for temporary, up to 1st January, 1859.

NAME OF RAILWAY.	Pile and Tressel Replaced by Culverts and Embank'ts. Feet.	WOODEN BRIDGES REBUILT.						WOODEN BRIDGES REPLACED BY IRON.					
		TRUSS.			BENT & BEAM.			No. of Bridges.	By GIRDER.		By TUBES.		
		No. of Bridges.	No. of Spans.	Length in feet.	No. of Bridges.	No. of Spans.	Length in feet.		No. of Spans.	Length in feet.			
Great Western Railway.....	31	8	8	937	.....	.....	.....	1	1	24	6	926
Grand Trunk (in Canada).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo and Lake Huron.....	1,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cobourg and Peterboro'.....	4,318	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern.....	203	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prescott and Ottawa.....	2,737	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal and Champlain in Canada.....	511	1	1	65	4	4	80	.....	.....	.....	.....	.....
Port Hope Lindsay and Beaverton.....	623	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL.....	10,123	9	9	1002	4	4	80	1	1	24	6	926	

NOTE.—The Great Western is building a tubular girder over the Twelve Mile Creek, at St. Catherine's, 180 feet span, with two side arches of masonry 50 feet each; and has ordered an iron swing bridge to take the place of the one at Desjardins Canal.

The Grand Trunk has rebuilt the swing bridge at the Richelieu, and has delivered girders to take the place of some other wooden bridges.

SAMUEL KEEFER,
Inspector of Railways.

TORONTO, 28th February, 1859.

Classification of the Accidents which occurred on the Railways of Canada, from May 27th to December 31st, in the year 1857.

No.	CORPORATE NAME OF RAILWAY.	GETTING ON OR OFF TRAINS WHILE IN MOTION.		FELL OR THROWN FROM TRAIN.		WALKING, STANDING OR LYING ON TRACK.		AT ROAD CROSSINGS.		ON PLATFORM AT STATION.		COUPLING OR UNCOUPL'G CARS.		STRUCK AGAINST BRIDGE OR OTHER OBJECT NEAR TRAIN.		TRAIN OFF TRACK.		COLLISIONS OF TRAINS.		DEFECTIVE CONSTRUCTION AND BAD MATERIAL.		TOTAL OF EACH CLASS OF PERSONS			TOTAL.											
		Passengers		Employees		Employees		Others		Employees		Others		Passengers		Employees		Employees		Passengers		Employees		Passengers			Employees		Others							
		Killed.	Injured.	Killed.	Injured.	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured							
1	The Great Western and its Branches.																1										1				See Official Returns Do. Do. Do. Do. Do. Do. No Accident. No Accident. No Accident. No Accident. No Accident.					
2	The Grand Trunk	2	1				1	3	1			2				1											6	3	1	2		7	7			
3	The Northern				1							2							1							2	1	2	1	4		2				
4	The Buffalo and Lake Huron							1				5	1														1	1	5	1		6	2			
5	The London and Port Stanley.																										1									
6	The Erie and Ontario																												1			1				
7	The Port Hope and Lindsay.																																			
8	The Cobourg and Peterboro'																																			
9	The Prescott and Ottawa.																																			
10	The Montreal and Champlain																																			
11	The Grenville and Carillon.																																			
12	The St. Lawrence and Industrie.																																			
TOTALS.		2	1				1	1	4	1	10	4			1	3			2				1				1			2	11	5	11	4	22	11

INSPECTOR OF RAILWAYS OFFICE,

Toronto, 28th February, 1859.

SAMUEL KEEFER,

Inspector of Railways.

[illegible]

INSPECTOR OF RAILWAYS OFFICE.

Toronto, 28th February, 1859.

SAMUEL KEEFER.

Inspector of Railways.

H

SPEED OF TRAINS

Upon the Railways in Canada, in the year 1858.

NAME OF RAILWAY.		AVERAGE SPEED OF TRAINS IN MILES PER HOUR, PER TIME TABLE.							
		Express.		Accom'n.		Mixed.		Freight.	
		Including Stops.	Between Stations.	Including Stops.	Between Stations.	Including Stops.	Between Stations.	Including Stops.	Between Stations.
1. The Great Western Railway,									
	Summer..	24½	27	22	28	15	17	....	....
	Winter ..	22	26	21	27	....	....	16	13
Do. Toronto Branch,									
	Summer.	23	29	22	27	18	22	....	....
	Winter...	22	26	22	27	....	....	13	16
2. The Grand Trunk Railway,									
	Toronto and London..	25	30	21	25	....	....	12	15
Do. Toronto and Montreal.									
	Summer..	26	31	21½	27	13½	16	....	....
	Winter...	24	29	20	25	....	....	12½	15
Do. Montreal and B. Line.									
	Summer..	32	36	25	30	....	....	14	17
	Winter ..	....	....	21	25	....	....	....	....
Do. Quebec and Richmond.									
	Summer..	32	36	25	30	....	....	14	17
	Winter...	....	....	24	29	....	....	....	....
3. Northern.									
	Do. Reduced, 27 Dec. 1858.	....	....	22	27	....	....	13	17
4. Buffalo and Lake Huron.....		27	34	22	27	16½	21	13	19
5. London and Port Stanly.....		....	....	....	....	18	24	....	....
6. Port Hope and Lindsay.....		....	....	....	....	12	15	12	15
7. Cobourg and Peterboro'.....		....	....	14	21	....	....	12	15
8. Prescott and Ottawa.....		....	....	22	27	....	....	14½	20
9. Montreal and Champlain.....		....	....	22	27	15	18	....	....
10. Erie and Ontario.....		....	....	17	23	....	....	....	....
11. Grenville and Carrillon.....		....	....	13	14	....	....	....	....
12. St. Lawrence and Industrie.....		....	....	....	....	8	9	....	....
Average Speed of best roads.....		26	30½	22	27	15½	19	13	16
Same average in the State of N. York.		....	32½	....	....	....	....	....	15

SAMUEL KEEFER,

TORONTO, 28th February, 1859.

Inspector of Railways.

NUMBER AND STATE OF REPAIR

*Of Locomotive Engines running on Railways opened in
Canada, at the end of the year 1858,*

No.	NAME OF RAILWAY.	IN GOOD ORDER.	REQUIR'G SLIGHT REPAIRS.	REQUIR'G HEAVY REPAIRS.	TOTAL.
1	The Great Western and its branches.....	65	{ Requi'g Repai's 8	{ Under'g Repairs. 14 }	87
2	" Grand Trunk Railway of Canada.....				197
3	" Northern Railway of Canada.....	8	8	1	17
4	" Buffalo and Lake Huron Railway.....	18	4	7	29
5	" London and Port Stanley Railway....	2			2
6	" Erie and Ontario Railway.....	2			2
7	" Cobourg and Peterboro' Railway.....			3	3
8	" Prescott and Ottawa Railway.....	3	2		5
9	" Montreal and Champlain Railway....	12	3	1	16
10	" Grenville and Carillon Railway.....		1	1	2
11	" St. Lawrence and Industrie Railway..	2			2
12	" Port Hope, Lindsay & Beaverton Rail'y	4			4
	Totals.....				366

SAMUEL KEEFER,

TORONTO, 28th February, 1859.

Inspector of Railways.

ROLLING STOCK.

Statement of the number and condition of the Passenger, Freight, and other Cars and Rolling Stock, on all the Railways in Canada, on the 31st December, 1858.

DESCRIPTION OF STOCK.	In good Repair.	Requir'g slight Repairs.	Requir'g heavy Repairs.	Total Number
FIRST CLASS PASSENGER CARS,—				
With 12 wheels	36	5	2	43
With 8 wheels	143	19	7	169
With 4 wheels	1	-----	-----	1
SECOND CLASS PASSENGER CARS,—				
With 8 wheels	105	7	6	118
With 4 wheels	4	-----	-----	4
BAGGAGE, MAIL AND EXPRESS,—				
With 12 wheels	6	1	1	8
With 8 wheels	85	7	9	101
With 4 wheels	2	-----	-----	2
BOX, FREIGHT AND CATTLE CARS,—				
With 8 wheels	2201	107	69	2377
With 4 wheels	90	8	2	100
PLATFORM CARS,—				
With 8 wheels	1550	228	63	1841
GRAVEL CARS,—				
With 8 wheels	86	31	14	131
With 4 wheels	502	60	122	684
SPAR TRUCKS,	24	-----	-----	24
SNOW PLOUGHS, (large size)	40	-----	-----	40
HAND CARS,	174	3	7	184

SAMUEL KEEFER,

Inspector of Railways.

TORONTO, 28th February, 1859.

Train and Passenger Mileage on all the Railways in Canada, for the Year 1858.

	NAME OF RAILWAY.	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	AVERAGE
		No. of Miles run	No. of Miles run	No. of Miles run	No. of Miles run	Mileage	No. of	No. of Miles	No. of Miles
		by <i>Passenger</i>	by <i>Mixed</i>	by <i>Wood</i>	by <i>Blot Light</i>	<i>of all</i>	<i>Passengers</i>	travelled	travelled
		by <i>Passenger</i>	and <i>Freight</i>	and <i>Construction</i>	running and <i>Shunting</i>		carried in	by	by each
		TRAINS.	TRAINS.	TRAINS.	TRAINS.	TRAINS.	CARS.	<i>Passengers.</i>	<i>Passenger.</i>
1	The Great Western and its Branches.....	572.551	555.226	233.123	.....	1.360.900	577.415	47.018.196½	81 $\frac{42}{100}$
2	" Grand Trunk	738.452	674.134	390.253	247.136	2.049.975	583.182	30.924.580	58
3	" Northern	120.440	115.490	18.600	.....	254.530	86.029	3.637.227	42 $\frac{1}{100}$
4	" Buffalo and Lake Huron.....	201.392½	82.253	165.271	.....	448.916½	122.630	4.168.436	33 $\frac{9}{100}$
5	" London and Port Stanley .....	.....	82.802	4.279	.....	37.081	20.928	347.438	17
6	" Erie and Ontario,(closed in winter from May to November)	12.600	.....	.....	.....	12.600	14.190	170.280	12
7	" Cobourg and Peterboro' (Now closed).....	9.000	16.500	10.000	.....	35.500	6.000	90.000	16
8	" Prescott and Ottawa	37.730	36.934	14.558	.....	89.222	31.868	1.356.760	42 $\frac{57}{100}$
9	" Montreal and Champlain	42.120	96.822	27.303	.....	166.245	132.329	2.534.106	19 $\frac{16}{100}$
10	" Grenville and Carillon .....	.....	9.500	1.550	.....	11.050	10.000	130.000	13
11	" St. Lawrence and Industrie	1.536	2.350	2.880	.....	6.766	3.992	95.8.8	24
12	" Port Hope, Lindsay and Beaverton, and its Branch .....	.....	49.126	10.831	.....	59.957	25.372	554.468	21 $\frac{82}{100}$
Totals		1.735.821½	1.671.137	878.648	247.136	4.532.742½	1.613.935	91.027.299½	31 $\frac{82}{100}$

SAMUEL KEEFER,

Inspector of Railways.

J

Toronto, 28th February, 1859.

TABLE NO. 1

No.	Name of the person	Age	Sex	Religion	Marital Status	Occupation	Education	Literacy	Signature	Date
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Prepared by the Registrar

RETURN of the Accidents and Casualties which have occurred on the LONDON AND PORT STANLEY RAILWAY, from the 27th day of May, 1857, and during the half year ending 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic., Chap. 12th, Sec. 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons	Damage done to Property.	Cause of accident. Action taken by Company to prevent recurrence.
REMARKS.											
1857. September 17	8.30 P.M.	Special Engine.....		F. Hawson.....	1.	Westminster.....	Margaret McInnis....	Trespassing.....	Killed.....		That the deceased came to her death by being struck by an engine on the Port Stanley Railroad; that the accident was caused by the deceased being improperly on the track after dark, and that no blame whatsoever can be attached to any person connected with the train.
September 25	6.20 P.M.	Mixed.....	Wm. Eager.....	Wm. Harrison.....	2.	Westminster.....	John Lee.....	Trespassing.....	Killed.....		That the deceased was killed by being struck by an Engine running on the Port Stanley Railway; no blame being attached to the parties connected with the running of the train.
October 15	10.15 A.M.	Mixed.....	Wm. Eager.....	Wm. Harrison.....	2.	Yarmouth.....	Frank Watson.....	Brakesman.....	Killed.....		That the deceased Frank Watson came to his death by accidentally coming in contact with a portion of a bridge crossing the Port Stanley Railway, while on the cars, and being thrown on the track, the cars passed over his lower extremities and so come to his death accidentally.

Sworn before me, one of her Majesty's Justices of the Peace, this the ninth day of April, 1858.

(Signed,)

M. ANDERSON,
J. P.

(Signed)

W. BOWMAN.

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, from 27th May to 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1857. September 5	4 P.M.	Day Express, west.....	F. Carrier.....	"Sapphire." McDonald driver.....		2½ miles East of Ingersoll.....	D. McCormick.....	Fireman in Company's employ..	Badly scalded, from effects of which he died.....	Engine, Tender, Baggage and second class car, thrown off track.....	Heavy rains washed sand on to track, whereby engine and cars thrown off.
October 15	1.45 A.M.	Night Express, west.....	Howard.....	"Ajax".....		3 miles west of London.....	None.....	None.....	None.....	Slight.....	Night Express west met a wood train; the party in fault, James Manby, Station Master at London, has been discharged and prosecuted to conviction by the Company.

William Comber Stephens, Secretary to the Great Western Railway Company, signed this return, and swore to the same being true this 13th April, 1858.

(Signed,)

MACDONALD BRIDGES,
A Commissioner in Queen's Bench, Wentworth.

(Signed,)

W. C. STEPHENS.

RETURN of the Accidents and Casualties which have occurred on the ERIE AND ONTARIO RAILWAY, during the half year ending the 13st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12 Sec. 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name and description of persons injured or killed.	Whether passenger, employee, or other.	Nature of accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1857.											
June 17	Noon	No. 1 Passenger	John Rousseau	John Merrill	"Niagara"	Brown's Crossing, Queenstown.	John Robbins, a child of eight years of age.	Neither a passenger or employee	Death		This child lay on his belly across the rail, with his head laying down into the cattle guard, the Engineer could not ascertain, in time what the object was which lay on the rail, though both whistle and bell were used, the object did not stir, and the Jury did not attach any blame to the servants of the Company for want of care on the occasion.

COUNTY OF LINCOLN, } Be it remembered, that on this 26th day of Mareh, 1858; William Turner of the said Town, Superintendent of the Erie & Ontario Railway, personally appeared before the undersigned, one of Her Majesty's Justices of the Peace for the said
TOWN OF NIAGARA, TO WIT: County, and being duly sworn deposeeth and saith that the above return is true and correct to the best of his knowledge and belief.

Sworn before me the day and year aforesaid,

(Signed,)

JOHN SIMPSON,
J. P.

(Signed)

WM. TURNER,
Superintendent E. & O. R. R. Co.

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, from May 27th to December 31, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12th, Sec. 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1857.											
June 16	10.40 P.M.	No. 4, Express	P. W. C. W. Case	Peter Condron	25	Chaudiere	E. Corrigan	Labourer	Killed	None	Struck on head, supposed to have been sitting on end of a tie, asleep.
" 19	4.20 "	No. 1, Gravel	P. Simotte	F. Lambert	154	Petersburg	J. Steinbeaugh	Employee	An arm broken		Thrown from the cars by a man in liquor.
" 20	9.45 "	Empty	In charge of Switch	man	194	Cobourg	W. C. Donovan	Labourer	Loss of left leg		Walking on the track drunk—warned off twice.
" 20	2.00 "	No. 2, Express	J. Walker	J. Stott	64	Near Tyendinaga	Mohawk Indian		Broken ribs		Trespassing on the line, recovered in two months.
" 29	9.00 "	Wood	H. Lucie	H. Rudely	90	Gananoque	Thos. Walker	Labourer	Killed	1 Car and part of Engine damaged	Some wood cars came in contact with another train, wheels not scotched—Conductor dismissed.
July 11	9.00 P.M.	Emigrant	Alexander	J. Worsley	97	Near Scarboro'	Jas. Maxwell	Trackman	Killed	None	Drunk—run over—verdict "accidental death."
" 22	5.40 "	No. 4, Passenger	Wm. Mitchell	A. Smith	99	" Brampton	P. Murphy	Resident	Fractured limb		Run in beneath the engine under the influence of liquor.
Aug. 25	9.00 "	Express	J. Thompson	R. Whitehead	68	" St. Anns	Unknown		Killed		Man walking on track after dark.
Sept. 10		Pilot	J. Boudoin		158	Kingston	Jas. McKay	Employee	Killed		Carelessness of deceased (shunting) jammed between car and platform, his lamp caught between, and injured him fatally.
Oct. 2	4.00 P.M.	Express	M. Vallee	H. Mayo	173	Prescott	Andrew Todd	Passenger	Leg broken		Jumping off train while in motion.
" 9	9.00 "	No. 1, Express	J. Kirkham	J. Scott	148	Oshawa	Peter Ingram	Trackman	Killed		Drunk—run over—verdict "accidental death."
Dec. 18	6.00 A.M.	No. 7, Freight	M. Conture	Abbott	40	Longueuil	Peter Fontaine	Brakeman	Jammed between cars		Coupling cars, man recovered.
" 19	1.00 P.M.	No. 2, Express	J. Walker	W. Coon	96	Belleville	J. Spragg	Passenger	Loss of left arm		Drunk, jumping on train after it started.
Nov 17	8.15 "	Freight	J. Munroe	Chesborough	77	Near Trenton	Thomas Smith	Trackman	Loss of both legs		Was in liquor; got on train between engine and first car without knowledge of conductor; fell off and train passed over him.

Sworn before me this 15th July, 1858.

(Signed)

J. DOUCET,

J. P.

The contents of the above Schedule are true to the best of my knowledge and belief.

(Signed)

W. SHANLY,

General Manager, G. W. R. Co.

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending the 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of persons injured or killed.	Whether passenger employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
1857.											REMARKS.
June 28	Day	Passenger	R. M. Frost	George King	Wisconsin	1½ miles east of Port Colborne	Mary Kold		Killed		Trespassing on track.
July 4	Day	Freight	Holmes	J. McPhail	Chicago	Tavistock	James McAnnelly		Killed		Do.
" 15	Day	Gravel Train			Cayuga	Onondago	George Simpson		Hurt		Do.
" 14	Day	Night Express, West	Anderson	E. Bowen	Michigan	Brantford	James Paver	Sectionman	Killed		Do.
" 16	Day	Do	Rogers	M. Christian	Paris	2½ miles west of Dunville	Edward Day		Killed		Do.
Aug. 15	Day	Day Express, West	McCoy		Wisconsin	Paris Station	R. Hogarth	Employee	Hand Crushed		Coupling case in Paris yard.
" 28	Day	Accommodation, West	G. Covell	E. Bowen	Michigan	3 miles west of Brantford	Cook		Killed		Playing on the track.
Dec. 25	Day					2 west of Dunville	A. Trohle		Killed		Dead, trespassing on the track.

Sworn before me, at Fort Erie, this fifteenth day of July, 1858.

(Signed)

ALEXANDER DOUGLAS,

J. P. for County of Welland.

(Signed)

JOHN B. WATTS,

Assistant Superintendent, B. & L. H. Railway.

RETURN of the Accidents and Casualties which have occurred on the ONTARIO, SIMCOE AND HURON UNION RAILWAY, between Toronto and Collingwood, during the half year ending the 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, employee, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
1857.											REMARKS.
June 6	Day	Freight Train	George Palin	S. Jackson	13	Newmarket	William Taylor	Brakesman	Hip dislocated		Uncoupling cars.
" 19	"	Wood Train	B. F. Hurty	J. Metzker	12	Mad River	William Staine	Stranger	Hip fractured		Lying beside the track intoxicated, with a jug of whiskey by his side.
August 24	11, A. M.	Mail Train North	Wm. McDonald	McCall	14	Near Barrie	John Casey	Neither passenger or employee	Killed		Intoxicated, lying in a culvert, could not be seen, raised his head and was struck by the engine, Verdict "Accidental death."
October 2	9.30, A.M.	Mail Train North	Charles S. Plumb	McCall	14	Near Scanlan's	John Avery	Neither passenger or employee	Leg cut off		Intoxication, lying on the track with one foot on the rail, a jug of whiskey by his side, died two days after. Verdict "Accidental death."
December 10	9.50, A.M.	Freight Train North	Francis Lawrence	Henry Boynton	15	Aurora	Michael Looney	Brakesman	Both legs cut off		Uncoupling cars, fell, three box and two platform cars passing over him, was brought to Toronto, and died from the effects of injury received, two hours after, in the Toronto Hospital, Verdict "Accidental death."
"	" 9.30, A.M.	Through Freight Train South	William Dollery	Edward Deverall	6	One mile north of Barrie	Patrick Hart	Brakesman	Killed instantly		Fell between cars, the train passing over him, Verdict "Accidental death."

NOTE.—No Engine or Train has been off the track, or accident or injury to any passenger.

(Signed)

J. LEWIS GRANT,

Superintendent O. S. & H. R. R.

CITY OF TORONTO, }

TO WIT:

Subscribed and Sworn to before me, this 23rd day of March, in the year of Our Lord, One Thousand Eight Hundred and Fifty Eight.

(Signed)

WM. H. BOULTON,

Mayor.

RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN Railway, during the half year ending the 30th day of June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons	Damage done to Property.	Cause of accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858. June 5	5.50 P.M.	Passenger	John Crosby	(Engine detached) . . . . .	.....	Lachine	Jos. Filiatrault	Other	Leg broken—since dead	None	Deceased very old and deaf, was crossing the track, immediately in front of train.

Sworn before me at Montreal, this 14th day of July, 1858.
(Signed)

Z. BOUTLIER, J. P.

I hereby certify the above Return is correct and true, to the best of my knowledge and belief.

(Signed)

W. A. MERRY, Sec'y. M. & C. R. R. Co.

RETURN of the Accidents and Casualties which have occurred on the COBOURG & PETERBORO' RAILWAY, during the half year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858. June 24	9 P. M.	Freight and Wood	James Brown	John Pendergrast	Cobourg	Peterboro'	* George Bone	Brakesman	Foot and Arm crushed	Four head of cattle killed	The turning of a stick of cordwood, while stepping from one car to another.

* This man afterwards died in the Toronto Hospital from the effects of the above injuries.

Sworn before me at Cobourg, this 23rd day of December, 1858.
(Signed)

W. Y. STRONG, J. P.

This is correct.
(Signed)

JAMES BARBER, Superintendent.

N

RETURN of the Accidents and Casualties which have occurred on the ONTARIO, SIMCOE AND HURON UNION RAILWAY, Toronto, Canada West, during the half year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858.											
March 29	1.30, A.M.	Way Freight.....	F. Lawrence	E. Deverall	8	Mile south of Lefroy .....	.....	.....	.....	Cow Killed	Cow on track, fences are good, cattle break out to feed side of track.
April 23	9.38, A.M.	Accommodation	C. Plumb	J. Metzker	12	South New Market .....	.....	.....	.....	" " .....	" " .....
May 6	12 Noon.	Way Freight.....	F. Lawrence	E. Deverall	13	Lefroy .....	.....	.....	.....	" " .....	" " .....
" 21	"	"	F. Lawrence	C. Lathrop	13	New Market	Joshua Coon	Employee	Hand caught by drawheads .....	.....	Coupling Cars, lost one finger, is recovered, and at work for Co'y.
June 11	8.50, A.M.	Mail	H. Roberts	Joseph Metzker	12	South of Aurora	Michel Cain .....	.....	Badly bruised .....	.....	Fell between cars, since recovered, and at work for Company.
" 13	9.00 A.M.	"	McDonald	Levi Williams	16	Holland Landing .....	.....	.....	.....	.....	Cow on the track.
" 17	10.45 A.M.	"	C. Plumb	McCall	14	.....	.....	.....	.....	.....	" " .....
" 22	6.50 A.M.	Accommodation	J. Harvie	"	14	.....	.....	.....	.....	.....	" " .....
										Bridge partially burned	When within a short distance of Mad River a man named William Scott, signalled the train to stop, the Conductor found the Bridge was partially burned, near the bridge was found a match box, and part of a newspaper; we have every reason to believe it was the work of an incendiary. A reward of \$500 was offered. There is a man under arrest in Barrie gaol, but not yet tried. The train was detained three hours.

Sworn before me at Toronto, this 26th day of August, A. D. 1858.

(Signed)

D. B. READ,

Alderman of the City of Toronto, and J. P.

CITY OF TORONTO, {

TO WIT:

JUSTUS LEWIS GRANT, of the City of Toronto, Superintendent of the Ontario, Simcoe, and Huron Railroad, maketh oath and saith, that the within Return is true in all its particulars, to the best of his knowledge and belief.

(Signed)

J. LEWIS GRANT, Superintendent.

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, during the half year ending 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12th, Sec. 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858.											
February 17	11, A.M.	No. 3, Passenger Train.....	Cooke	Wm. Coone	79	Front Street, Toronto.	J. Macindless	Teamster	Knocked down and bruised	Wagon Broken	Horses became restive—man recovered in a few days.
March 1	Noon ...	Through Freight	Rafferty	S. Hall	191	Newcastle	Henry Kidd	Brakesman	Killed	None	Walking on roof of cars, with his back to engine. Struck by bridge.
" 15	11.30 A.M.	No. 3, Freight	E. Barlow	Wm. Toad	50	Black River	D. McNeil	Fireman	Struck on head	"	Do. do. and struck by bridge. Recovered.
" 25	9.15, A.M.	No. 5, Freight	R. Johnson	Edward Nize	150	Queen's Wharf	Ed. Nize	Driver	Arm Crushed	"	Endeavoring to couple two freight cars while train was in motion, it not being his duty. Arm injured between buffers. Recovered.
April 7	11.45, A.M.	No. 8, Lumber Train	E. Rowe	S. Dimond	157	Malton	Mary Maber	Resident	Bruised	"	Was drunk; lying on track; engine threw her off; recovered.
May 19	4 P.M.	Lumber Train	P. Henleyman	W. Johnstone	15	Lennoxville	Alex. Coder	Brakesman	Arm Broken	"	Was coupling cars; fell off train; arm amputated.
June 9	1.10, P.M.	No. 2, Mail Train	F. Letard	W. Toad	70	Black River	B. Carrier and Maria O.	Farmer and Child.	Killed	"	Two children were playing on level crossing; in the endeavor to save them, the father and one of the children were killed.
" 11	5.25, P.M.	No. 4, Passenger Train	Wm. Brown	S. Sheaffer	95	Georgetown	George Higgins	Resident	Arm cut off	"	Thrown down by a passenger getting on train—arm amputated and apparently recovering, was afterwards taken ill and died.
" 19	10, P.M.	Mail	T. B. Harris	G. Walker	69	Near River Beaudette	B. Gourlay	Stranger	Killed	"	Drunk—run over by train.

Sworn to as to the correctness thereof, before me, this third day of September, 1858.

(Signed)

T. DOUCET, J. P., District of Montreal.

(Signed)

W. SHANLY,

General Manager.

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, during the half year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

DATE. 1858.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
Jan. 22, or about that date	.....	It was not known at the time.	E. Barrett.....	.....	.....	Bronte	Wm. Belyea.....	Mail Courier	Jammed between cars.....	.....	Belyea was passing between the cars on the siding with the mail bags, when one of them was set in motion, and he was caught between them; he was injured about the hips, but has since recovered.
February 5	7, A.M.	Morning Express Train West.	Willy	Spence	Illinois	Cold Springs	David Ross.....	Passenger	Fell off Train .....	.....	Supposed to have fallen between cars; was severely wounded;— afterwards died from injuries received.
April 1	5.45 P.M.	No. 6, Freight, West.....	Tborpe	Sharp and Flood.....	Lyoness & } Norfolk. }	Paris	William Benson	Brakesman.....	Thigh broken.....	.....	While uncoupling cars, his foot caught in the track, and two wheels passed over his thigh, breaking it in two places. Died on the 6th of April.
" "	4.40 "	No. 6, Freight, East	Delany	Welsh and Cox	Etna and } Pollux. }	Beachville	Owen Flynn.....	do.	Arm jammed.. ..	.....	Had his arm jammed in coupling cars.
" "	.....	.....	.....	.....	.....	St. Catherines Gravel Pit	Pat Kennedy.....	Contractor's man.	Earth fell on him .....	.....	Killed while working in gravel pit, by the earth falling on him.— He was in the employ of the Contractor.
" 16	8.10 "	No. 3, Freight West.....	Baillie.....	Hall.....	Python	Third bridge west of London.....	J. Baillie.....	Conductor	Struck his head ag't bridge .....	.....	His head came in contact with the bridge while endeavoring to put a tipsy man off the top of the cars, between London and Komoka. Recovered.
" 17	10.00 A.M.	do. do.	J. Fox	Muirhead	Atlas	Harrisburg.....	Joseph Blades	Brakesman.....	Legs run over .....	.....	Fell while coupling cars, which passed over his legs; both were amputated. He died the next day.
April 19	1.00 P.M.	Day Express, West.....	Hawkins.....	Porter.....	Diamond.....	St. Catherines trestle work	Pat McHugh	Passenger	Lost his leg .....	.....	Passenger endeavouring to jump on the Train as it was crossing the Tressle work, (died 2 days after.
" "	11.45 "	do. East.....	do.	Graham.....	Oberon	West of Glencoe	Wm. Walker .....	.....	Run over.....	.....	Killed—supposed to be tipsy and lying on the track (he was given to drinking.)
" 29	.....	Gravel Train	D. Varry	B. Hutson.....	Detroit	Baptiste Creek	J. Hays.....	.....	Toes crushed.....	.....	Attempting to get on train while in motion.
May 26	8.10 P.M.	No. 3, Freight, West	Hall	Sbarp	Lyoness	Half a mile west of Thamesville.....	F. Sharp.....	.....	Run over .....	.....	Supposed to have been drunk and lying on the track. Verdict, "accidental death."
June 17	.....	Ballast Train	J. Plummer	W. Hood.....	Hamilton	Lewisville Siding	Bureber	Brakesman.....	Killed .....	.....	Attempting to get on train while in motion.
" 28.	11 A. M.	No. 2 Express, Toronto Branch	E. Barrett.....	Purdan	Welland	A mile west of Etobicoke bridge	Jas. Anderson .....	.....	Run over and killed.....	.....	Run over by train, while lying asleep on the track.

This Return is subscribed by WILLIAM C. STEPHENS, Esquire, Secretary of the Great Western Railway Company, }
 was sworn to by him in my presence, as a true return, to the best of his knowledge and belief. }
 (Signed) EMILIUS IRVING, A Commissioner for taking Affidavits in the Queen's Bench. }

(Signed,) W. C. STEPHENS,
 Secretary, G. W. R. Co.
 P

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of persons injured or killed.	Whether passenger, employee, or other.	Nature of Accident to Person.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
1858.											REMARKS.
April 19	8.30, P.M.	No. 3, Mixed	A. Rogers	J. Pierpoint		Canfield	R. S. M. Bouchette	Passenger	Leg Broken		Jumping off Train while in motion.
" 21	12.30, "	No. 1, "	" "	M. Christiau		Ridgway	J. Spillon	Neither passenger or employee	Killed		On Track intoxicated. Jury exonerated Company.
" 26		Gravel Train	J. B. Anderson	J. Hall		Stratford	London	Employee	Killed		Falling between Engine and Train, and run over by Train. Jury exonerated Company.
May 6		Unknown	Unknown	Unknown		Dunnville	Mary Glouson		Found dead in cattle guard, 3 miles east of Dunnville, supposed to have been run over by mixed west.		Verdict of Jury—"Found Dead."
" 18	9.30, "	No. 4, Accommodation	R. M. Frost	J. Thompson		Plattsville	Berry	Passenger	Killed		Was on train without ticket—had secreted himself on some part of it, and being in a state of intoxication, had fallen off it, and been run over. Verdict of Jury, exonerated the Company.

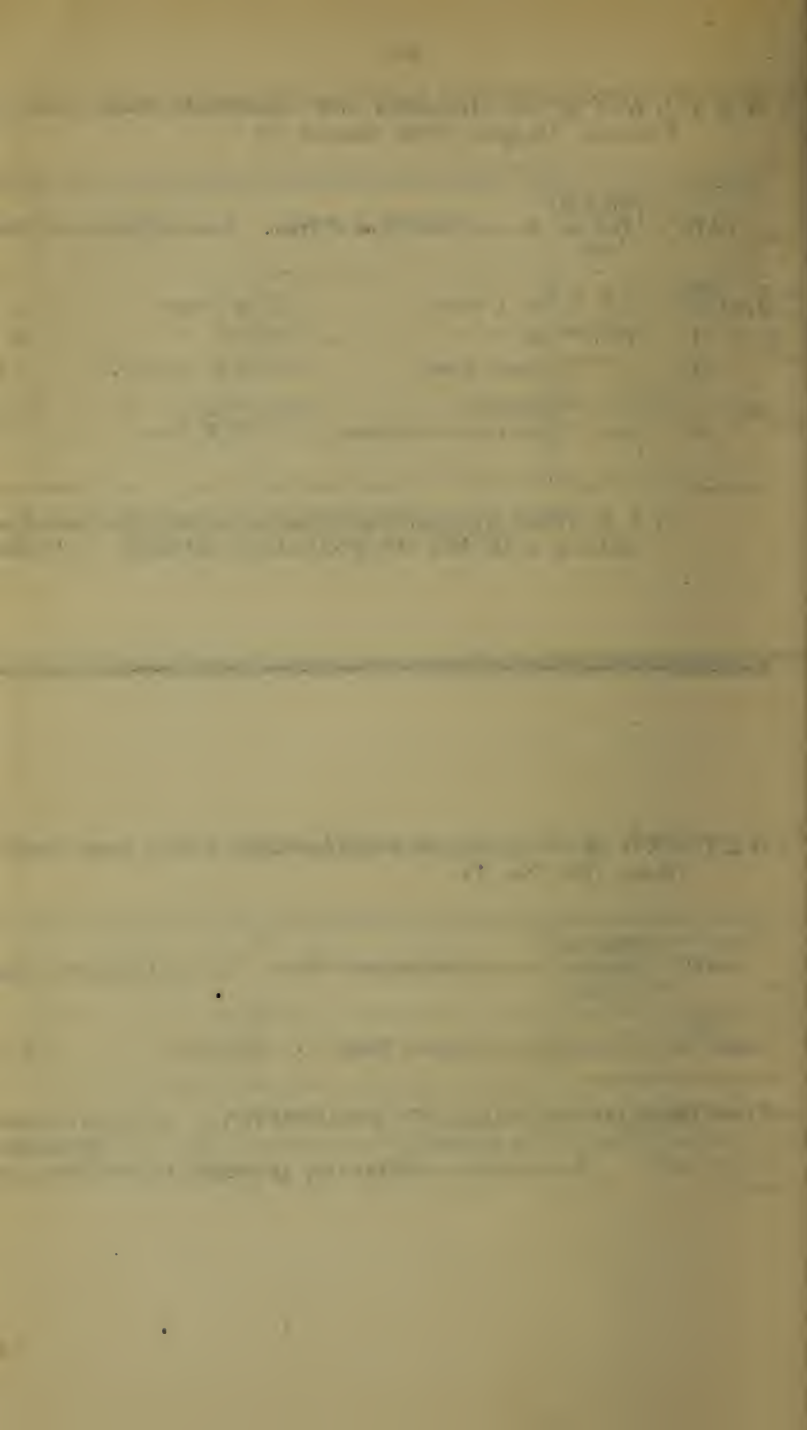
I, J. B. Watts, Assistant Superintendent of the Buffalo and Lake Huron Railway, do solemnly declare that this return is just and true to the best of my knowledge and belief. 13th January, 1859. (Signed) JOHN B. WATTS.

Signed and declared in the presence of the undersigned, at Fort Erie, this 13th January, 1859. (Signed) RICHARD GRAHAM, J. P., County of Welland.

RETURN of the Accidents and Casualties which have occurred on the OTTAWA AND PRESCOTT RAILWAY, during the half year ending 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic., Chap. 12th, Sec. 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
1858.											REMARKS.
August 25	5, P.M.	Accommodation Train	S. Daniels	W. Champlin	3	Prescott Junction	Charles Duffy	Brakeman	Head fractured		Freight building too near the track, the track has since been removed a greater distance from the building. No inquest.

PROVINCE OF CANADA, CITY OF OTTAWA, } I, JOHN RICHARD WHITE, of the City of Ottawa, in the County of Carlton, gentlemen, Secretary of the Ottawa and Prescott Railway Company, make oath and say, that the within return contains a true and particular return of all Accidents and Casualties which have occurred on the Railway of the said Company during the half year therein set forth and specified and mentioned. (Signed) JOHN R. WHITE.
 Sworn before me at the City of Ottawa, in the County of Carlton this 18th day of January, A. D. 1859. Wm. RING, Sec'y. P. & O. R'y. Co.
 A Justice of the Peace, in, and for, the said City of Ottawa. q



RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN Railway, Lachine and Rouse's Point Sections, during the half year ending the 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engueman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other	Nature of Accident to Persons	Damage done to Property.	Cause of accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858. October 7	11.40 A.M.	Passenger.....	John Crosbie.....	J. Moran.....	James Ferrier	Montreal.....	Pat Gallagher.....	Stranger.....	Wounded on back.....		At street crossing ran in front of Engine as it approached and was struck, severely injured, died in Hospital next day.
Nov. 13	" "	Passenger.....	Thomas McGuire.....	George Phillips.....	St. Lambert.	St. Lambert.	Edward Comette.....	Brakesman.....	Killed.....		Found dead on track after train had stopped, had fallen off the train unseen by any one, cause unknown. Verdict "accidental death."
Dec. 31	10 P.M.	Passenger.....	John Crosbie.....	J. Moran.....	New York.	Blue Bonnets.....	Charles Conner.....	Foreman of track.	Injured on head.....		Standing in front of Engine as train passed the turnpike road, the gate was blown open and struck him on the head, was sent to Hospital.

Sworn before me at Montreal, this 24th January, 1859.
(Signed)

Z. BOUTLIER, J. P.

The above Return is correct and true, to the best of my knowledge and belief.

(Signed) W. A. MERRY, Sec'y.

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY, during the half year ending the 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

DATE.	Time of Day or Night	No. and description of Train.	Name of Conductor.	Name of Engueman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether Passenger, employee, or other	Nature of Accident to Persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858. July 27	Day	Freight.....	George Watson.....	Henry Boynton.....	7	Toronto.....	Johu Vacy.....	Oilman.....	Arm Crushed.....		Attempting to get on Train, in motion, fell, the wheels passed over his right arm, amputation followed, recovered, and is now Telegraph operator for the Company.
August 24	Day	Mail Train.....	William Macdonald..	Robert Pearson.....	2	Bell Ewart.....	Mr. Lord.....	Passenger.....	Killed.....		Mr. Lord arrived safely at Bell Ewart Wharf, and not feeling satisfied that his baggage was out of the car, got upon train as it was backing from wharf, and jumped off again as the train came near the Station platform, he was crushed between it and the cars, although warned not to attempt it by train men, who tried to restrain him by force; he was killed instantly; the track has been moved away from the platform, to give more room between it and the trains.
September 30	Day	Special Train.....	Henry Roberts.....	George W. Lathrop...	3	Crystal Palace.....	C. O'Donolly, School Teacher.....	Passenger.....	Killed.....		Attempting to jump upon train when in motion fell between the cars, and was instantly killed. Verdict, "Accidental Death."
November 27	Night	Mixed Train.....	Francis Lawrence.....	William Robertson...		Toronto.....	John Sheppard.....	News Vendor...	Wheels passed over his legs, crushing them.....		In the act of getting off the Lumber portion of train, fell, and the train backing up on the instant, two wheels passed over his legs, one has been amputated, the other will be saved.

Sworn before me at Toronto, this 15th day of January, 1859.

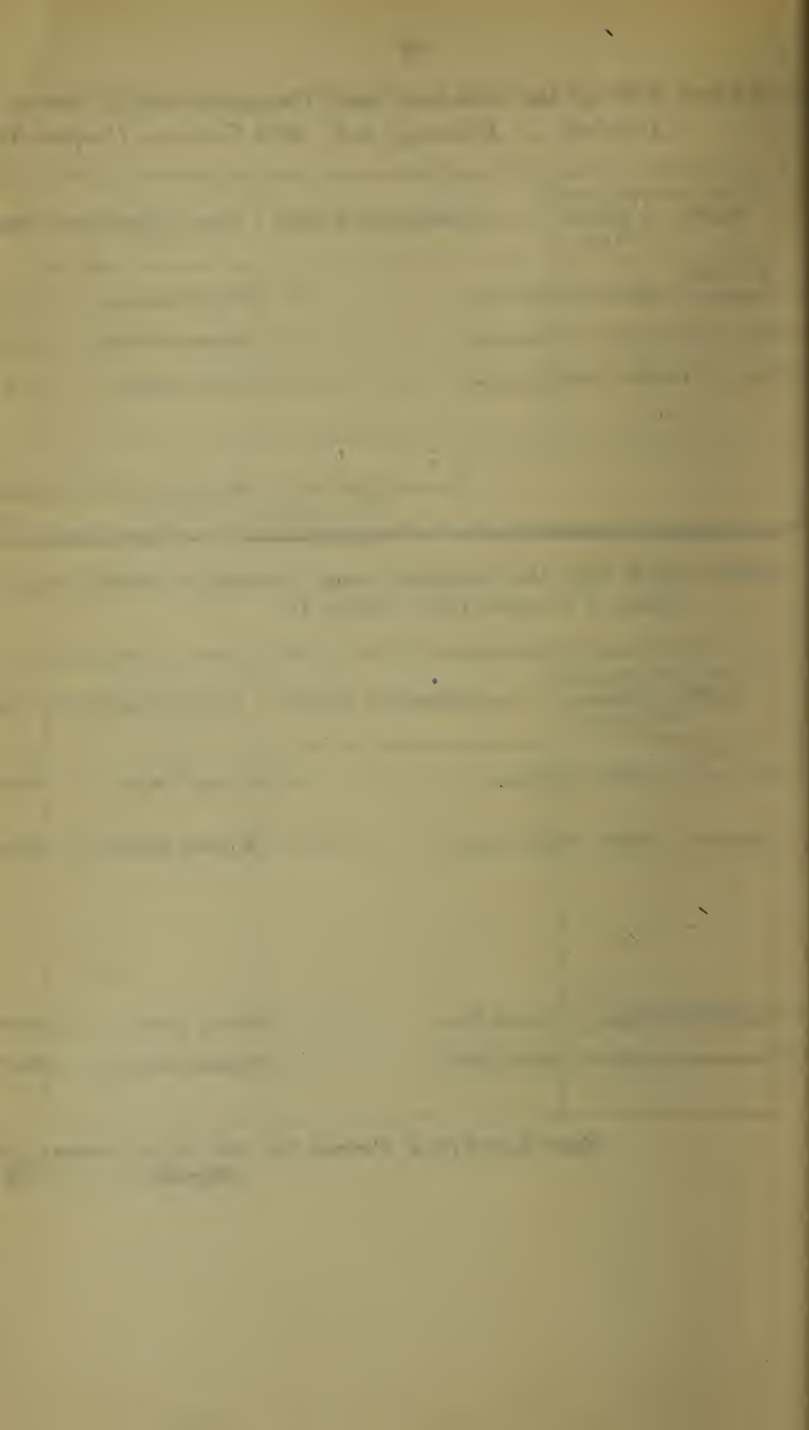
(Signed)

A. M. SMITH, Alderman.

(Signed)

J. LEWIS GRANT, Superintendent.

R



RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, during the half year ending 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12, Sec. 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858.											
July 13	8.30, P.M.	Mail	T. B. Harris	G. Walker	69	Lachine Bank.	Louis Garassy	Wayfarer	Killed	Vehicle Broken	Run over at a road crossing. Verdict of Coroner's Jury, "Man-slaughter." Engine Driver was afterwards tried and acquitted.
" 14	6, "	No. 3, Passenger Train	M. Roberts	N. French	35	Durham	Luke Forbes	Passenger	Stunned slightly	None	Jumped from train while in motion.
" 15	"	Unknown	Unknown	Unknown	"	Near Kingstou	J. Duffy	Strangers	Killed	"	Found dead on track by a stranger, supposed to have been drinking and asleep. Verdict of Coroner's Jury, "Accidental Death."
August 13	5.30, "	No. 4, Mail Train	J. Keable	W. Somerfield	101	Toronto	J. Curran	Plate layer	"	"	Attempting to board a train in motion. Do do do
" 20	10, A.M.	Wood Train	W. Murk	S. Sowell	103	Near Colbourne	F. Thompson	Brakesman	"	"	Rushed out of a Tavern on track as the train passed—Intoxicated. Verdict of Coroner's Jury, "Accidental Death."
September 22	2, P.M.	Freight	N. Hill	W. Schofield	72	Cornwall	W. Murphy	"	Internal injury	"	Coupling cars—recovered.
" 27	"	Ballast	J. Charlebois	W. Golding	"	Tanneries	T. Brognre	Stranger	Killed	"	Walking on track, stepped off when warned by whistle, but got on again just before train reached him.
" 28	7, "	Express	J. Thompson	W. Ogle	65	Cornwall	"	"	"	Wagon Broken	Attempted to cross although warned not to do so.
October 5	9, "	Freight	J. Gaudy	J. Stewart	156	Toronto	F. Egan	Fisherman	Killed	None	Intoxicated—fell asleep on track near the Don Station. Verdict, "drunkenness and trespassing on track."
" "	9, "	"	"	"	"	"	W. Egan	"	"	"	Engine and 2 cars run off at a switch, the two men jumped from their Engine.
" 7	11.43, A.M.	Mail	A. M. Mose	W. Haggart	42	Danville	W. Haggart	Engine driver	Thigh fractured	"	Owner with others went into a Tavern, horses ran away and crossed the track.
" "	"	"	"	"	42	"	E. Murray	Fireman	Much hurt and bruised	"	Lenning over side of Engine, struck against bridge. Verdict, "Accidental Death."
" "	7.30, P.M.	No. 3, Passenger	C. Keary	A. E. Smith	99	Near St. Mary's	"	"	"	Two horses killed and wagon broken	Intoxicated, and stumbled in front of train.
" 8	12, M.	" 1, "	Choquet	J. Ganefy	21	Durham	Granefy	"	Killed	None	Supposed to have been run over. Verdict, "found dead under suspicious circumstances."
" 11	12.22, P.M.	" 4, "	J. Wny	C. Brunel	100	Near Thorndale	Fleming	Wayfarer	Bruised and head cut	"	Fell between engine and cars. Verdict, "Accidental Death."
" 13	8, "	Express	Clarke	A. Bloomfield	197	Near Whitby	W. Pirie	Laborer	Found dead	"	Found dead on Track, not identified. Do do do
" 20	10.00, A.M.	No. 1, Express	J. Kearney	F. Robideau	41	Richmond	S. Noel	Stranger	Killed	"	Found near Track, with skull fractured, not identified. No Inquest.
November 3	6, P.M.	" 3, Passenger	J. Way	James Stewart	99	Near Guelph	Unknown	Wayfarer	"	"	Fell between engine and tender, and was run over. Special Verdict.
" 10	5.30, A.M.	" 5, Freight	W. Cafferey	George Randall	62	Kingston	"	Labourer	"	"	Was on top of cars—struck by a bridge.
December 6	7.55, "	Engines and Plough	A. Cochiere	J. Firm and J. Hibbert	40 and 4	Sherbrooke	H. Hughes	Lead Master	"	1 span of bridge destroyed & engine damaged	Attempting to cross front of Train. Verdict "Accidental Death."
" 8	10.15, "	No. 3, Freight	J. Letarte	J. Courrie	46	Ethemin	J. Baldwin	Brakesman	Head and arm injured	None	Coupling cars.
" 10	3.05, P.M.	" 2, Express	W. Brown	A. C. Smith	99	George Town	J. Joyne	Wayfarer	Killed	Sleigh broken	
" 17	6.00, "	Ballast	J. Charlebois	J. Filler	2 and 13	Near Brockville	W. Goulett	Brakesman	Injured internally	None	

Sworn before me, this 15th day of January, 1859, at Montreal.

(Signed)

T. DOUCET, J. P.

The above statement is correct according to the best of my knowledge and belief.

(Signed)

W. SHANLY, General Manager, G. T. R.

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending the 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

DATE.	Time of Day or Night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of accident to persons.	Damage done to Property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858.											
November 19	6 P. M. . .	No. 4, mixed, west	W. E. Tench	Enoch Bowen		Cook's Station	John Martin	Neither passenger or employee. . .	Killed		Martin was lying on the track in a state of intoxication, and was run over by the train. Verdict of Coroner's Jury, exonerated Company from all blame.
December 10	6 A. M. . .	No. 1, night express, west . . .	John Anderson	James McPhail		Caledonia	Abraham Young . . .	" "	Slightly injured	His wagon smashed	He was driving across the line at the Plank Road, crossing Caledonia, and was run into by train.
" "	11.30 A. M.	Construction Train	Joseph Bocarde	John Renwicks		"	John Dawson	Employee	Killed		Caught between cars, while in the act of coupling. Verdict of Jury, exonerated the Company.

Declared and Signed before me, at Fort Erie, this 7th day of January, 1859.

(Signed)

RICHARD GRAHAM, J. P.

I, JOHN B. WATTS, Assistant Superintendent of the Buffalo and L. H. R., do solemnly declare upon oath, that the above return is correct to the best of my knowledge and belief.

(Signed)

JOHN B. WATTS, *Assist't. Sup't. B. & L. H. R. R.*

T

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, during the half year ending the 31st Dec'r, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

DATE.	Time of Day or night.	No. and description of Train.	Name of Conductor.	Name of Engineman.	No. of Engine.	Place of Accident.	Name or description of person injured or killed.	Whether passenger, employee, or other.	Nature of Accident to Persons.	Damage done to property.	Cause of Accident. Action taken by Company to prevent recurrence.
REMARKS.											
1858.											
July	5	Gravel Train				East of Flamboro'	Contractor's workman		Collar Bone injured		Fell off a car, and injured his collar bone.
"	1	Cattle, East	Howard	Higgins & Muirhead	Detroit & Leopard.	7½ miles west of Longwood	An Indian		Killed		Run over by train, name and age not known.
"	2	Morning Express, East	Patching	Fletcher	Antelope	Thamesville	Mitchell	Farmer	Foot cut off & collar bone broken		Standing on track, and did not bear driver whistle. (Recovered.)
"	7	Cattle, East	Thompson	Love	Styx	Beachville	George White	Brakesman	Foot cut off		Fell off train, died. Verdict, "Accidental Death."
"	8	Emigrant, West	Thompson	Pike and Muirhead	Rhinoceros & Leopard.	St. Catharines	H. Bradcock	"	Killed		Foot caught in Switch, and Engine passed over him before he could extricate himself.
"	23	Freight, West	Mulrany	Pike and Love	Tigress and Stromboli.	1st bridge west of Woodstock	David Blunt	"	Not seriously hurt		Struck by a bridge—"Standing on top of car."
"	25	Cattle, East	Thorpe	Cox	Milo	Waubuno	McIntyre		Killed		Run over by train, supposed to have been sitting on platform asleep, and fell on the track as train passed. Verdict of Coroner's Jury, "Accidental Death."
August	11	Day Express, East	Jones	Smith	Greyhound	Puce Siding	John Baptiste Toulouse		"		Knocked down and killed by train, supposed to have been lying on the track in a fit. Verdict of Coroner's Jury, "Accidental Death."
Sept.	26	Cattle, East	Thorpe	Valley and Fielding	Castor and Tigress	2 miles east of Ontario	John Perritte		Not seriously hurt		Struck by Engine as he was sitting on the track, supposed to be of unsound mind.
Nov.	15	Day Express, East	Patching	G. Lomas	Ruby	Harrisburg	Mrs. Harland	Passenger	Crushed by car		Jumped off while the train was in motion, and fell under the last car. Died same p. m.
"	17	Express, West	Leonard	Pridam	Minerva	Humber Crossing	Whelan	Watchman	Crushed by Waggon		Engine run over the waggon at the crossing, throwing it on the watchman.
Dec.	23	Freight, East	Colquhoun	Miller	Chatbam	Near Mimico	James Scobie	Fireman	Crushed		Injured by being crushed between two cars, while endeavouring to uncouple them. Died next day.
"	7	Gravel Train				Currie Road, Sarnia Branch	Ryan	Contractor's man	Killed		Killed in attempting to get on train when in motion.
"	9	Day Express, East	Patching	Lomas	Ruby	1½ miles east of Thorold	Perry Aylsworth	Passenger	"		Supposed to have fallen from train. Verdict, "Accidental Death."

The foregoing is subscribed by William C. Stephens, Esquire, Secretary of the Great Western Railway Company, sworn to in my presence, as a true return, according to the best of his knowledge and belief, this 11th day of January, 1859.

(Signed)

ÆMILIUS IRVING,

A Commissioner for taking affidavits in the Queen's Bench.

(Signed)

W. C. STEPHENS,
Secretary, G. W. R. Co.

RETURNS

OF THE

MILEAGE OF TRAINS AND NO. OF PASSENGERS,

ON

THE RAILWAYS OF CANADA,

DURING THE YEAR 1858.

GREAT WESTERN RAILWAY,
HAMILTON, C.W., 16th February, 1859.

J. G. VANSITTART, ESQ.,
Secretary Board of Railway Commissioners;
TORONTO.

SIR,—I have now the honor to reply to your letter of the 16th January, and to give you the following statistics, as requested :—

Miles run by Passenger Trains	572,551
“ Freight “	555,226
“ Wood and Construction	233,123

No. of Passengers carried..... 577,415

Mileage of Passengers

47,018,196½

Average No. of miles travelled by each Passenger .. 81 $\frac{43}{100}$.

The above figures are for the year ending 31st December, 1858.

I have the honor to be, SIR,
Your Obed't Servant,

(Signed)

W. C. STEPHENS,
Secretary

THE GRAND TRUNK RAILWAY OF CANADA,

*Secretary's Office,*MONTREAL, *February 7th*, 1859.

SIR,—I have now the pleasure of supplying you with the information you sought in your letter of the 26th ultimo, in reference to the mileage of trains and number of passengers, during 1858,

And have the honor to be, SIR,

Your Most Obed't. Servant,

(Signed)

JOHN M. GRANT,

Sec'y.

J. G. VANSITTART, Esq.,

Secretary Board of Railway Commissioners,
TORONTO.

PASSENGER TRAFFIC—1858.

Total No. Passengers.....	583,182.
Total No. of miles travelled by Passengers.....	30,924,580.
Average No. of miles travelled by each Passenger.....	58.

ENGINE MILEAGE—1858.

SECTIONS.	Pas- sengers.	Freight.	Mixed.	Piloting.	Light Running.	Shunting	Wood.	Engi- neering.	Snow Ploughs.	TOTAL.
Montreal & Island Pond	146,533	121,508	61,686	9,456	11,207	31,813	37,445	33,465	315	453,428
Quebec & Richmond }	82,434	33,021	31,609	7,472	5,803	10,893	17,850	14,625	734	204,441
Montreal & Toronto	381,544	308,741	49,050	28,049	16,897	78,870	45,367	152,436	668	1,061,612
Toronto & Stratford	127,941	68,519	.....	3,201	2,238	41,237	8,938	78,420	.....	330,494
Total.....	738,452	531,789	142,345	48,178	36,145	162,813	109,590	278,946	1717	2,049,975

NORTHERN RAILWAY OF CANADA,
Superintendent's Office, January 28th, 1859.

Total Miles run by Passenger Trains.....	120,440
“ Freight “	115,490
“ Wood and Construction Trains....	18,600
Total number of miles run.....	<u>254,530</u>

Total number of Passengers carried in Cars	86,029
“ miles travelled by Passengers.....	3,637,227
Average No. of miles travelled by each Passenger..	42 $\frac{1}{4}$

(Signed) J. LEWIS GRANT,
Superintendent.
Per S. SKELTON.

BUFFALO AND LAKE HURON RAILWAY,
Brantford, 16th February, 1859.

RETURN *showing the number of Passengers carried, the total number of miles travelled, and the average distance travelled by each passenger on this Railway, from 1st January, to 31st December, 1858.*

Total number of Passengers.....	122,630
“ of miles travelled by Passengers.....	4,168,436
Average No. of miles travelled by each Passenger..	33.99

(Signed,) W. MACLEAN,
Secretary.

Train Mileage, from Dec. 26th, 1857, to Dec. 25, 1858.

Passenger Train Mileage	201,392 $\frac{1}{2}$
Freight “ “	55,828
Construction “ “	143,566
Wood “ “	21,705
Mix Train, (Passenger and Freight.....	26,245

(Signed) HENRY YATES,
Mech. Supt.

(Signed) W. MACLEAN,
Secretary.

LONDON AND PORT STANLEY RAILWAY.

STATEMENT of *Miles run by the various Trains on the London and Port Stanley Railway, together with the number of Passengers and the average number of miles for each Passenger, in the year ending December 31st, 1858.*

Total No. of miles run by Mixed Trains.....	32,802
“ “ “ by Wood & Construction Trains.....	4,279
“ “ Passengers carried in Cars.....	20,928
“ “ miles travelled by Passengers.....	347,438
Average No. of miles travelled by each Passenger.	17
All of which is most respectfully submitted,	

(Signed)

WM. BOWMAN,

Superintendent.

SAMUEL KEEFER, Esq.,

Inspector of Railways.

P.S.—All trains run on this road are mixed, except Wood and Construction Trains.

W. B.

ERIE AND ONTARIO RAILWAY.

J. B. ROBERTSON, Esq., *Lessee.*

RETURN of *Passengers carried, and Mileage of Trains, for 1858.*

PERIOD OF OPERATION.	Passenger trains.	Freight Trains.	Wood and Construction Trains.	Passengers Carried.	Miles travelled by Passengers.	Average No. of miles travelled by each Passenger.
1858.						
May (13 days)	504	Passenger	r Trains	762	8,144	12
June	1836	were usu	ally mix-	1,208	14,496	
July.....	2592	ed trains	.....	3,682	44,184	
August	3240	.....	.....	4,770	57,240	
September	2088	None ...	None ...	2,428	29,136	
October	1476	.....	.....	1,056	12,672	
November ..	864	.....	.....	284	3,408	
Total....	12600	.....	.....	14,190	170,280	12

(Signed)

J. B. ROBERTSON,

Lessee.

*Office of the COBOURG AND PETERBORO' RAILWAY,
Cobourg, 27th January, 1859.*

J. G. VANSITTART, Esq.,
Secretary Board of Railway Commissioners.

SIR,—I beg to acknowledge the receipt of your communication of the 26th instant, requesting return of Mileage, &c., as I have had charge of the Road but a short time, I cannot state positively the number of miles run by trains, I have, however, made an approximate estimate, which I trust will be sufficiently accurate.

Total miles run by Passenger Trains, 1858.....	9,000
“ “ Freight “	16,500
“ “ Wood and Construction Trains,	10,000
“ No. of Passengers carried in Cars.....	6,000
“ “ miles travelled by Passengers.....	9,000
Average No. travelled by each Passenger	15

I am Sir,
Your obedient Servant,
(Signed) J. H. DUMBLE,
Eng'r and Supt.

*OTTAWA AND PRESCOTT RAILWAY Office,
Ottawa, 18th February, 1859.*

SIR,—I have the honor to send you herewith a return of the Rolling Stock of this Railway, and the following information, requested in your letter of the 26th January, viz :

Total miles run by Passenger Trains.....	37,730
“ “ Freight “	36,934
“ “ Material “	14,558
“ No. of Passengers.....	31,868
“ Miles travelled by Passengers.....	1,356,766
Average No. of miles travelled by each Passenger.	42, ⁵⁷ / ₁₀₀

Will you please inform me if any further returns are necessary.

I have the honor to be, Sir,
Your obedient Servant,

(Signed) JOHN R. WHITE,
Secretary.

J. G. VANSITTART, Esq.,
*Secretary Board of Railway Commissioners,
TORONTO.*

MONTREAL AND CHAMPLAIN RAILWAY.

STATEMENT of miles run during the year ending 31st Dec'r.,
1858.

ROUSE'S POINT DIVISION.

Passenger Trains.....	42,120 miles.
Freight "	28,035 "
Wood and Material "	27,303 "
	<hr/> 99,458 miles.

CAUGHNAWAGA DIVISION.

Mixed Trains	68,767 "
	<hr/> 166,245 miles.

GRENVILLE AND CARILLON RAILWAY.

SHERBROOKE, *January 29, 1859.*

SIR,—I have the honor to acknowledge the receipt of yours of 25th and 26th inst., in reply to which I beg to say that it is quite impossible to give a correct return of mileage as requested, which I should be most happy to do, and I therefore submit as near an approximation as possible under the circumstances.

Passenger Train, Mileage.....	9,500
Wood and Construction Train, Mileage	1,550
Number of Passengers	10,000
Mileage of each	13
Total mileage	130,000

This line is but 13 miles long. The little freight traffic of the past season was almost entirely done upon passenger (or more properly) mixed trains.

Regretting my inability to be more exact in this statement,

I have the honor to be, Sir,

Your obedient Servant,

(Signed)

J. S. BARNARD,
Supt. C.&G.R'y.

J. G. VANSITTART, Esq.,
Secretary of the Board of Railway Commissioners,
TORONTO.

ST. LAWRENCE AND INDUSTRIE RAILWAY.

RAPPORT de la Compagnie du chemin à rails du St. Laurent et du village d'Industrie, du trente-un Decembre, mil huit cent cinquante-huit, pour l'information de l'Inspector General des chemins de fer du Canada, savoir :

Nombre de mille parcourus par les trains des passagers, 1536.

"	"	"	par les trains du frette.....	2350.
"	"	"	par les trains du bois	2880.
"	"	"	" construction	000.

" des passagers passes dans les trains 3992.

" de mille parcourus par les passagers.....95,808.

Moyenne de mille parcourus par chaque do..... 24.

Je certifie que l'etat ci-dessus est vrai et correct, au meilleur de ma connaissance et croyance.

(Signed)

CHAS. M. PANNETON,

Sec. Treas.

Village d'Industrie, le 31 Dec., 1858.

PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

RETURN of Mileage of Trains and Passengers during the year 1858.

Total No. of miles run by combined Freight and Passenger
Trains 43,726.

Total No. of square timber trains..... 5,400.

" wood and construction trains 10,831.

" of Passengers carried in cars..... 25,372.

" of miles travelled by Passengers554,468.

Average No. of miles travelled by each passenger.. $21\frac{8.5}{10}\frac{3}{0}$

(Signed)

THOMAS RIDOUT,

Secretary.

RETURNS OF LOCOMOTIVE ENGINES, AND OTHER ROLING STOCK,

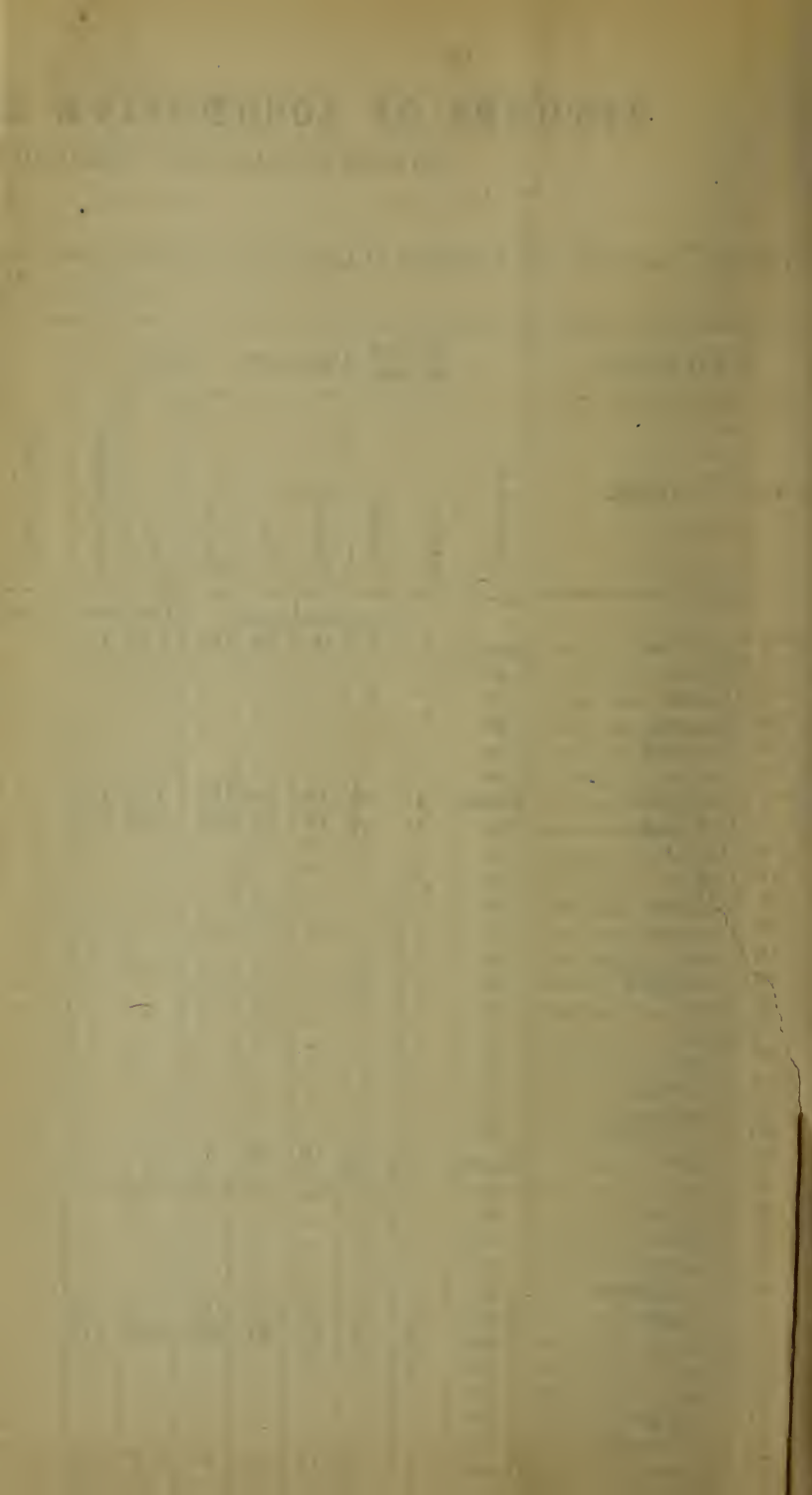
OWNED BY RAILWAY COMPANIES IN CANADA, ON THE 31st DECEMBER, 1858.

Number, description and condition of Locomotive Engines owned by the GREAT WESTERN RAILWAY COMPANY, of Canada, on the 31st December, 1858, and miles run by the same up to that date.

No.	ENGINES. NAME.	Connections.	Driving Wheels.		Cylinders		Flues.		Weight of Engine. Tons.	Water capacity of Tender. Galls.	Weight of Tender with Wood and Water. Tons.	Total weight of Engine and Tender, with Wood and Water. Tons.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND	REMARKS.
			Number.	Diameter.	Diameter.	Stroke.	Number.	Length.										
1	Hercules	Outside.	4	Feet. 6	Inch. 16	Inch. 22	180	Feet 11½	11½	1567			Lowell	July '53	26244	108115	In good order.	
2	Samson	do	"	"	"	"	"	"	"	"			do	June	26493	99167	do	
3	Canada	do	"	"	"	"	"	"	"	"			do	Feb. '54	24606	96445	do	
4	Niagara	do	"	"	"	"	"	"	"	"			do	June '53	18666	102223	do	
5	Hamilton	do	"	"	"	"	"	"	"	"			do	Oct. '53	26443	91612	In shop repairing.	
6	London	do	"	"	"	"	"	"	"	"			do	"	21908	64929	do	
7	Middlesex	Inside.	4	5½	15	22	139	11½	11½	1571			Scheneectady	"	23106	87161	In good order.	
8	Lightning	do	4	5½	14	22	139	11½	11½	"			do	"	15688	122187	do	
9	Detroit	do	"	"	"	"	"	"	"	"			do	"	15064	101817	do	
10	Lincoln	do	"	"	"	"	"	"	"	"			do	"	20136	137272	do	
11	Windsor	do	"	"	"	"	"	"	"	"			do	"	21168	85301	do	
12	Chatham	do	"	"	"	"	"	"	"	"			do	"	22817	124341	do	
10	Paris	do	"	"	"	"	"	"	"	"			do	Dec. '53	15156	121618	Under repairs.	
14	Woodstock	do	"	"	"	"	"	"	"	"			do	"	22605	111973	do	
15	Essex	do	"	"	"	"	"	"	"	1521			Lowell	Jan'y '54	17395	109135	In good order.	
16	Kent	do	"	"	"	"	"	"	"	"			do	"	27093	97347	Under repairs.	
17	Elgin	do	"	"	"	"	"	"	"	"			do	"	19347	89214	Requiring repairs.	
18	Norfolk	do	"	"	"	"	"	"	"	"			do	"	16521	86142	Under repairs.	
19	Brant	do	"	"	"	"	"	"	"	"			do	"	13978	63117	In good order.	
20	Wentworth	do	"	"	"	"	"	"	"	"			do	"	19944	105456	Requiring repairs.	
21	Ontario	Outside.	4	4½	13	20	94	8' 9"	1½	807			Souther, Boston	Sept. '53	28812	105081	In good order.	
22	Erie	do	"	"	"	"	"	"	"	"			do	"	28272	126836	Requiring repairs.	
23	St. Clair	do	"	"	"	"	"	"	"	"			do	Oct. '53	31749	160641	In good order	
24	Huron	do	"	"	"	"	"	"	"	"			do	"	26302	86234	Requiring repairs.	
25	Superior	do	"	"	"	"	"	"	"	"			do	"	31976	111700	In good order.	
26	St. Lawrence	do	"	"	"	"	"	"	"	"			do	Nov. '53	22592	124221	do	
27	Reindeer	Inside.	4	6	16	21	170	10' 10"	1½	1742			Amoskeag Works	Feb. '54	27646	01144	Under repairs.	
28	Elk	do	4	6	16	21	170	10' 10"	1½	1742			do	"	11946	121708	In good order.	
29	Gazelle	do	"	"	"	"	"	"	"	"			do	March '54	9288	78816	do	
30	Stag	do	"	"	"	"	"	"	"	"			do	"	21489	124502	do	
31	Antelope	do	"	"	"	"	"	"	"	"			do	May '54	24134	118434	do	
32	Greyhound	do	"	"	"	"	"	"	"	"			do	April '54	27136	112932	do	
33	Michigan	Outside.	4	4½	13	20	94	8' 9"	1½	807			Souther, Boston	Feb. '54	76	69019	Sta'y eng. gra. elevat'r	
34	Simcoe	do	"	"	"	"	"	"	"	"			do	"	28378	101759	In good order.	
35	Venus	do	4	5½	15	22	150	11' 9"	1½	1635			Norris, Philadelphia	June '54	2974	60948	do	
36	Vesta	do	"	"	"	"	"	"	"	"			do	"	1619	75496	do	
37	Minerva	do	"	"	"	"	"	"	"	"			do	Sept. '54	7804	71894	do	
38	Jupiter	do	"	"	"	"	"	"	"	"			do	July '54	3918	57931	do	
39	Mercury	do	"	"	"	"	"	"	"	"			do	Sept. '54	9010	66402	do	
40	Mars	do	"	"	"	"	"	"	"	"			do	"	4107	66355	do	
41	Spitfire	Inside.	4	6	16	21	174	11' 3"	1½	1684			Fairbairn, Manchester, (Eng)	May '55	29718	96559	Requiring repairs.	
42	Firebrand	do	"	"	"	"	"	"	"	2183			do	Aug. '55	17003	70556	In good order.	
43	Fire King	do	"	"	"	"	"	"	"	"			do	Oct. '55	18698	87923	do	
44	Fire Fly	do	"	"	"	"	"	"	"	"			do	Sept. '55	10994	75471	do	
45	Hecate	do	"	"	"	"	"	"	"	1684			do	May '55	21268	86814	do	
46	Hecla	do	"	"	"	"	"	"	"	2183			do	Nov. '55	21872	63310	do	
47	Atlas	do	6	5	16	24	170	10' 3"	1½	1906			Stothert & Slaughter, (Eng.)	Sept. '54	18207	87286	do	
48	Pluto	do	"	"	"	"	"	"	"	"			do	Oct. '54	19084	80715	do	
49	Milo	do	"	"	"	"	"	"	"	"			do	Dec. '54	13348	69445	do	
50	Elephant	do	"	"	"	"	"	"	"	"			do	"	16829	77304	Requiring repairs.	
51	Rhinoceros	do	"	"	"	"	"	"	"	"			do	Nov. '54	11122	73107	In good order.	
52	Buffalo	do	"	"	"	"	"	"	"	"			do	"	24386	94258	Under repairs.	
53	Bison	do	"	"	"	"	"	"	"	"			do	Dec. '54	19170	87751	In good order.	
54	Python	do	"	"	"	"	"	"	"	"			do	"	24112	85070	do	
55	Welland	do	4	5½	14	22	139	11½	11½	1571			Scheneectady	July '54	16066	106971	Under repairs.	
56	St. Catharines	do	"	"	"	"	"	"	"	"			do	Aug. '54	23487	130947	In good order.	
57	Lion	do	6	5	16	24	170	10' 3"	1½	1981			Stothert & Slaughter (Eng)	Dec. '55	11724	59719	do	
58	Lioness	do	"	"	"	"	"	"	"	"			do	"	15748	68075	do	
59	Tiger	do	"	"	"	"	"	"	"	"			do	"	12624	50606	do	
60	Tigress	do	"	"	"	"	"	"	"	"			do	March '56	13523	55058	do	
61	Leopard	do	"	"	"	"	"	"	"	"			do	"	4590	53354	do	
62	Panther	do	"	"	"	"	"	"	"	"			do	Feb'y '56	20363	57850	do	
63	Vulcan	do	"	"	"	"	"	"	"	"			do	Jan'y '56	15777	52803	do	
64	Etna	do	"	"	"	"	"	"	"	"			do	March '56	14325	50937	do	
65	Stromboli	do	"	"	"	"	"	"	"	"			do	May '56	16558	51774	do	
66	Styx	do	"	"	"	"	"	"	"	"			do	March '56	23171	65024	do	
67	Gem	do	4	6	16	21	170	10' 3"	1½	1684			Fairbairn, Manchester (Eng)	Feb'y '56	29394	73878	do	
68	Ruby	do	"	"	"	"	"	"	"	"			do	Mar. '56	26409	72525	Under repairs.	
69	Emerald	do	"	"	"	"	174	11' 3"	1½	2183			do	Aug't '56	21609	60237	In good order.	
70	Sapphire	do	"	"	"	"	"	"	"	1684			do	April '56	15191	65604	do	
71	Mazzeppa	Outside.	4	6	15	20	180	10' 3"	1½	1452			Jones, Liverpool, (England)	Jan'y '56	11286	37225	do	
72	Medea	do	"	"	"	"	"	"	"	"			do	"	8550	60369	Under repairs.	
73	Medusa	do	"	"	"	"	"	"	"	"			do	"	10611	61745	In good order.	
74	Ajax	do	4	5	16	20	170	10½	1½	"			Birkenhead, England	Nov. '55	26144	71058	Requiring repairs.	
75	Titan	do	"	"	"	"	"	"	"	"			do	Dec. '55	17049	60840	In good order.	
76	Minos	do	"	"	"	"	"	"	"	"			do	Nov. '55	9474	55782	do	
77	Castor	Inside.	6	5	16	24	184	10' 3"	1½	1981			Stothert and Slaughter(Eng)	Dec. '56	19888	34986	Under repairs.	
78	Pollux	do	"	"	"	"	"	"	"	"			do	Nov. '56	16029	38638	In good order.	
79	Erebus	do	6	5	16	22	174	11' 8"	1½	1452			Stephenson, Newcastle (Eng)	Oct. '56	21220	33636	do	
80	Cyclops	do	"	"	"	"	"	"	"	"			do	"	11186	41721	do	
81	Ixion	do	"	"	"	"	"	"	"	"			do	"	19114	49177	Under repairs.	
82	Ariel	do	4	6	16	22	164	11' 3"	1½	1452			Stephenson, Newcastle(Eng)	Oct. '56	18324	39438	do	
83	Oberon	do	"	"	"	"	"	"	"	"			do	Dec'r. '56	24321	55446	In good order.	
84	Prospero	do	"	"	"	"	"	"	"	"			do	Oct. '56	11651	48585	do	
85	Diadem	do	4	6	16	21	189	11' 3"	1½	2183			Fairbairn, Manchester (Eng.)	Jan'y '57	19397	50512	Under repairs.	
86	Diamond	do	"	"	"	"	"	"	"	"			do	April '57	26280	47304	In good order.	
87	Achilles	do	4	5	16	22	174	11½	1½	1806			D. C. Gunn, Hamilton, C.W.	Aug. '57	16434	25501	do	
88	Bacchus	do	"	"	"	"	"	"	"	"			do	Sept. '57	15570	22098	do	

(Signed)

RICHARD EATON, Loco, Super't.



GREAT WESTERN RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs.	TOTAL Number.
First Class Passenger Cars, with 12 wheels	37.000	25	.....	.....	25
Do. with 8 wheels.....	30.000	47	7	3	57
Second Class Passenger Cars, } 8 wheels	20.000	40	4	.....	44
Emigrant Cars, 8 wheels }					
Baggage, Mail, & Exp. 8 wheels	20.000	10	1	1	12
do 12 "	30.000	6	1	1	8
Box, Freight, and Cattle, 8 wheels	18.500	810	40	10	860
do 4 "	12.000	90	8	2	100
Platform Cars, 8 wheels.....	18.000	230	16	4	250
Gravel Cars, 8 wheels.....	.....	.....	.....	.....	none.
do 4 "	10.000	334	50	25	409
Hand Cars	1.000	50	.....	.....	50
Snow Ploughs, large.....	.....	.....	.....	.....	none.

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

Suspension Bridge, (N. Falls); Hamilton; Paris; London; Galt; Guelph; Toronto; Windsor; and Sarnia.

(Signed)

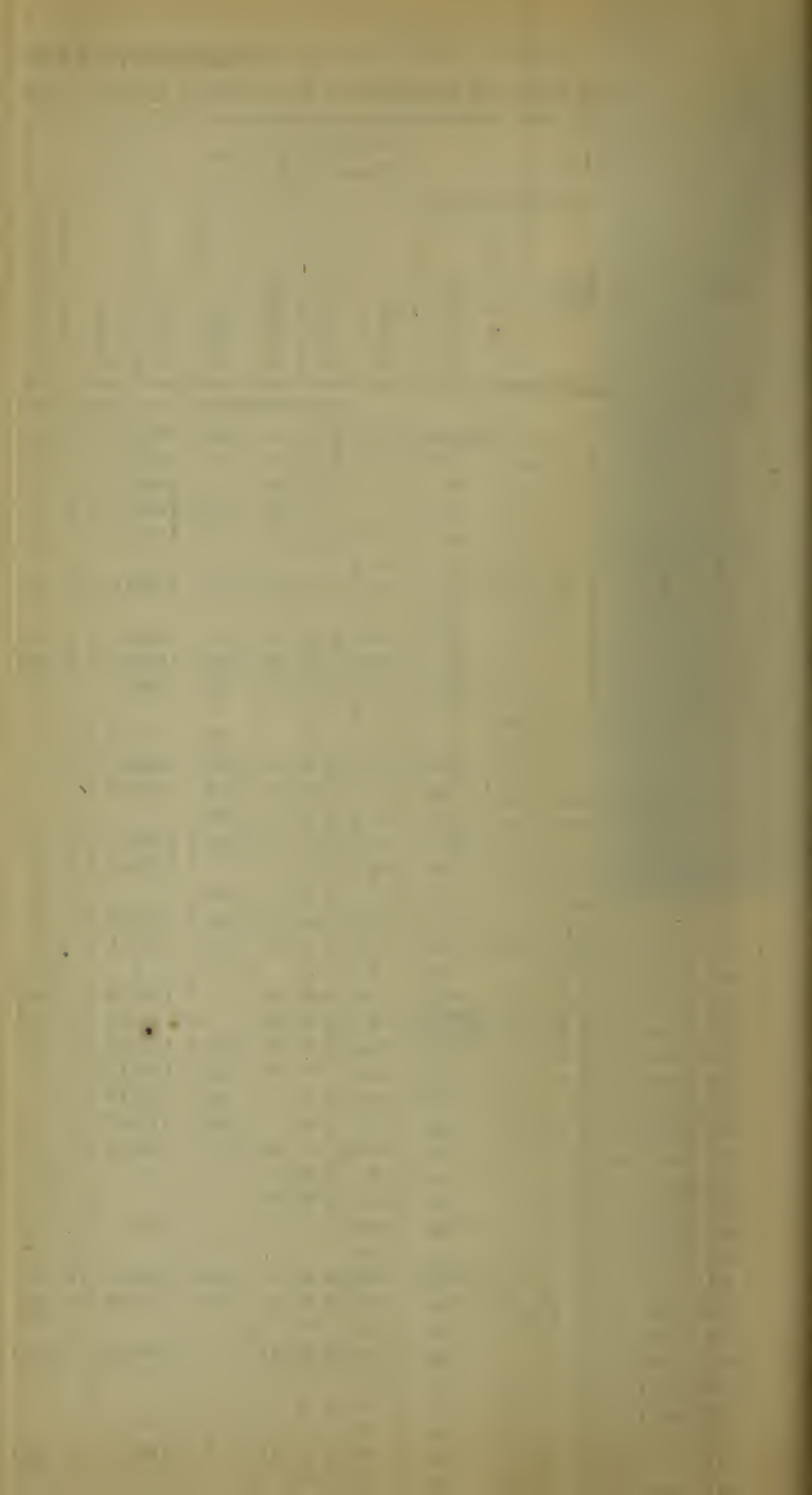
S. SHARP,

Superintendent.

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

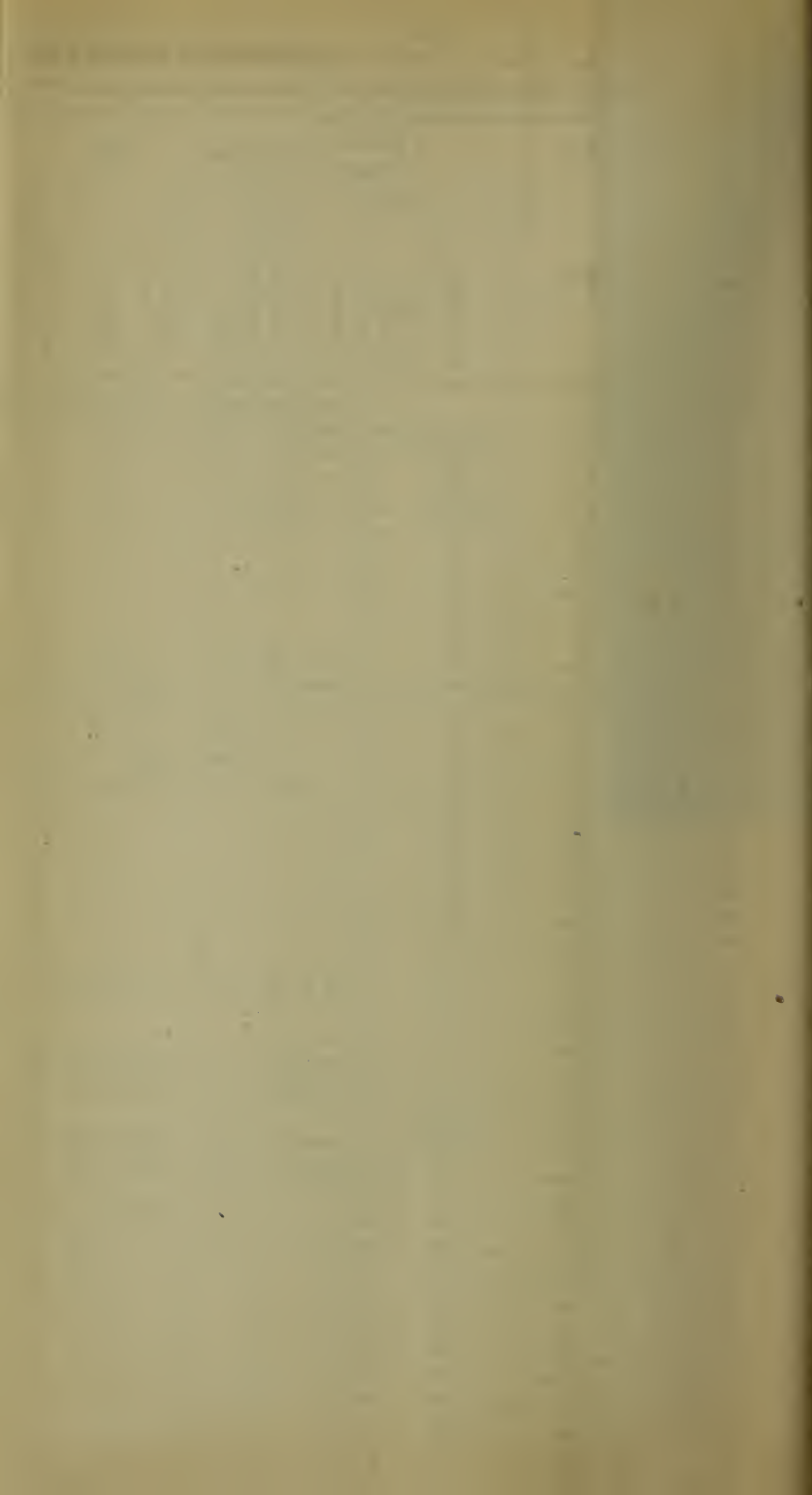
ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT		When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.					OR BUILDER'S NAME.					
			ft. in.	Inches	Inches		ft. in.	Inches	Tons.Cwts	Gallons.	Tons.Cwts	Tons.Cwts							
1	Coupled	4	5	15	22	144	10 5 1/2	1 1/2 3/8	23 10	1438	16 0	39 10	Portland Co.	Nov. '48.	10269	54291		
2	do	4	5	6	"	132	"	1 1/2 3/8	23 8	1500	14 0	37 8	do	May '50.	10003	95217		
3	do	4	5	6	16	"	169	"	23 14	1438	16 0	39 14	do	Sept. '51.	16542	72201		
4	do	4	"	15	20	132	10 4	"	23 5	"	14 3	37 8	do	Aug. '51.	23604	98732		
5	do	4	6	0	"	178	"	1 1/2 3/8	25 5	1073	13 7	38 12	Peto & Co.	Jan'y '55.	19530	88867		
6	do	4	"	"	"	"	"	"	"	"	13 7	"	do	"	936	85072		
7	do	4	5	0	16	24	158	11 0 1/2	1 1/2 3/8	23 9	15 12	39 1	Boston Locomotive Works.	July '52.	5101	87522		
8	do	4	"	"	"	"	"	"	"	"	"	"	do	do	19907	114913		
9	do	4	5	6	15	22	169	10 7	1 1/2 3/8	24 2	16 10	40 12	Portland Co.	Dec. '51.	13030	111662		
10	do	4	5	0	14	21	160	11 0	1 1/2 3/8	22 6	15 12	37 18	Kinmond Bro's.	July '54.	475	46087		
11	do	4	4	6	16	24	170	"	"	25 6	15 12	40 18	Amoskeag Co.	Nov. '52.	12022	79866		
12	do	4	"	"	"	"	"	"	"	"	"	"	do	"	4398	68945		
13	do	4	5	6	"	20	"	10 10	"	"	"	"	do	Dec. '52.	8108	60564		
14	do	4	5	0	"	22	160	11 0	"	25 10	17 13	43 3	Portland Co.	Jan'y '58.	13587	37081		
15	do	4	4	6	"	24	170	10 10	"	15 12	41 2	41 2	Amoskeag Co.	Aug. '53.	8480	87324		
16	do	4	5	6	"	20	"	"	"	"	41 2	"	do	Sept. '53.	15464	81501		
17	do	4	"	"	24	136	10 10 1/2	"	26 2	1658	19 13	45 15	Kinmond Bro's.	"	19162	59769		
18	do	4	4	6	"	170	10 10	"	25 2	1521	15 12	40 14	Amoskeag Co.	Oct. '53.	10485	81889		
19	do	4	5	6	"	20	"	"	"	"	"	"	do	"	10296	71389		
20	do	4	5	0	15	24	156	10 11	"	26 12	18 11	45 3	Kinmond Bro's.	Nov. '53.	16931	55371		
21	do	4	5	6	16	20	141	11 0	"	24 16	18 4	43 0	Boston Locomotive Works.	Feb. '54.	18483	107807		
22	do	4	"	"	"	"	"	"	"	"	"	"	do	do	"	18035	89043	
23	Not Coupled.	4	6	0	15	178	10 4	1 1/2 3/8	23 12	1073	13 7	36 19	Peto & Co.	Feb. '55.	10484	57998		
24	Coupled	4	5	0	17	141	11 2	1 1/2 3/8	24 16	1367	18 4	43 0	Boston Locomotive Works.	Feb. '54.	20550	97187		
25	do	4	5	6	15	21	160	11 0	"	28 2	16 9	44 11	Kinmond Bro's.	Aug. '54.	9542	57297		
26	do	4	"	14	22	124	10 6	"	21 2	1438	14 6	35 8	Portland Co.	Jan'y '54.	6270	66026		
27	do	4	5	0	"	20	116	10 8	"	"	"	"	Amoskeag Co.	May '54.	10496	57295		
28	do	4	5	0	"	20	116	10 8	"	21 2	1438	14 6	do	May '54.	12799	58366		
29	do	4	"	16	24	154	11 0	"	26 12	1658	19 13	46 5	Kinmond Bros.	June '54.	18637	49938		
30	do	4	5	6	"	"	"	"	26 2	"	"	45 15	do	"	144	5461		
31	do	4	5	0	"	"	"	"	26 12	"	"	46 5	do	Feb. '54.	13994	60584		
32	do	4	"	"	"	170	"	"	27 12	1521	16 9	44 1	Amoskeag Co.	May '54.	12606	67681		
33	do	4	"	"	"	"	"	"	27 12	"	"	"	do	"	9391	85238		
34	do	4	5	6	"	22	150	10 11	"	26 0	16 0	42 0	Good, Toronto.	Sept. '54.	11902	29336		
35	do	4	6	0	17	20	174	10 8	1 1/2 3/8	26 14	17 12	44 6	New Jersey Loco. Works.	"	7139	54000		
36	do	4	"	"	"	"	"	"	"	"	"	"	do	do	"	7850	45805	
37	do	4	5	0	16	"	154	10 4	1 1/2 3/8	25 6	15 6	40 12	Amoskeag.	"	17300	71417		
38	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '54.	2836	62091		
39	do	4	5	0	"	"	"	"	"	"	"	"	do	Jan'y '55.	11597	57697		
40	do	4	"	"	"	"	"	"	"	"	"	"	do	"	10154	64961		
41	do	4	6	0	15	178	"	1 1/2 3/8	25 5	1073	13 7	38 12	Peto & Co.	Nov. '54.	14093	37991		
42	do	4	"	"	"	"	"	"	"	"	"	"	do	Feb. '55.	18177	75215		



LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF CANADA—[Continued.]

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

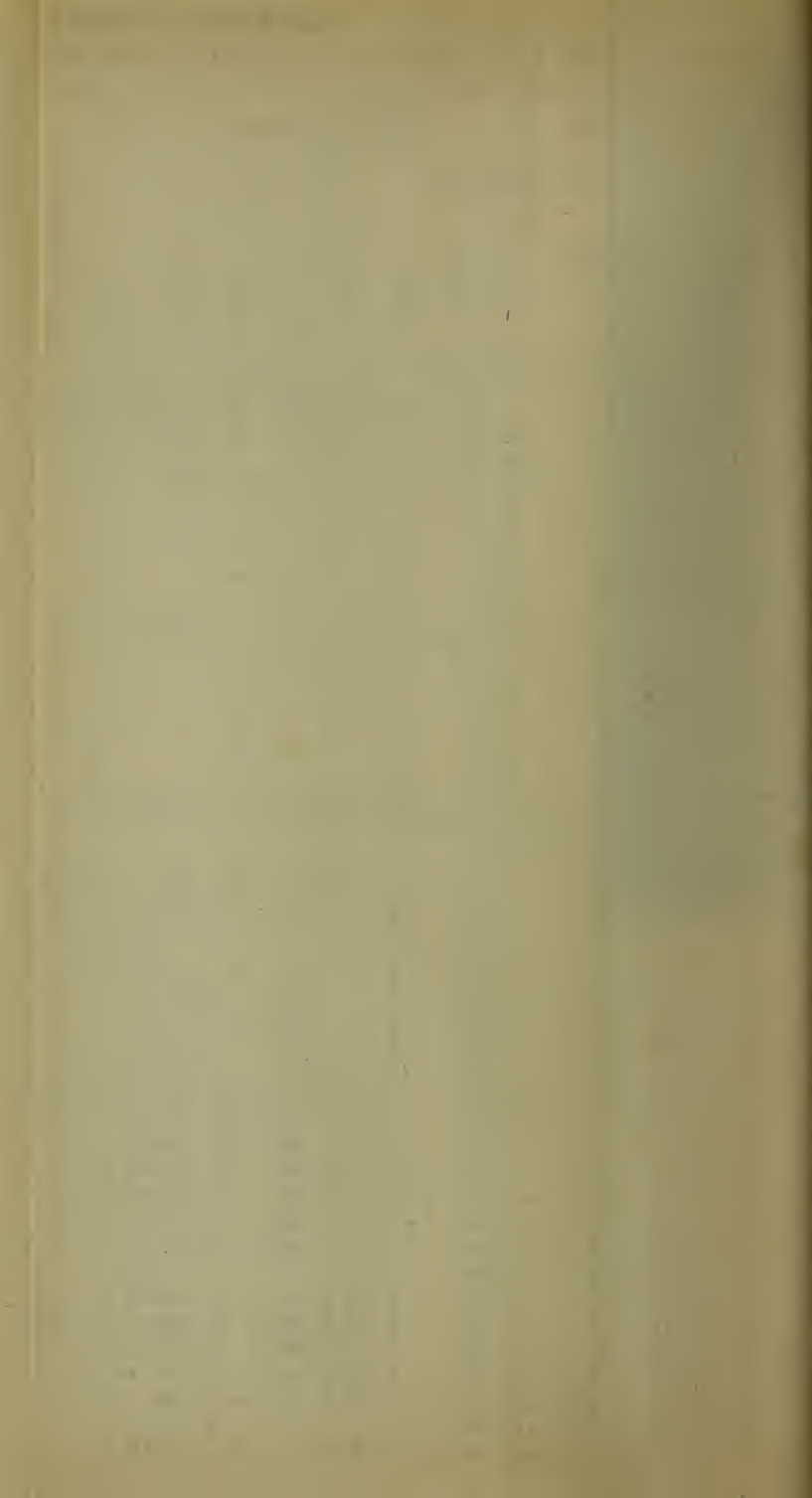
ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.										Inside Diameter.
			Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	Wt. lbs.	Gallons.	Wt. lbs.	Tons. Cwts.				
43	-----	Coupled	4	6 0	15	20	178	10 4	1 1/8	25 5	1073	13 7	38 12	Peto & Co.	Mar. '55.	19011	66531
44	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	6777	32395
45	-----	Not Coupled.	4	"	"	"	"	"	"	23 12	"	"	36 19	do	"	14906	31621
46	-----	Coupled.	4	5 0	16	"	"	10 1	"	25 12	"	"	38 19	do	April '55.	6076	57255
47	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	May '55.	18969	52218
48	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '55.	18508	43253
49	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '56.	3068	28997
50	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	24025	47097
51	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16199	44495
52	-----	do	4	6 0	15	"	"	10 4	"	25 5	"	"	38 12	do	Dec. '56.	8056	27478
53	-----	do	4	5 0	17	"	141 11 2	1 1/8	24 16	1567	18 4	43 0	Boston Locomotive Works.	Feb. '54.	7892	31300	
54	-----	do	4	"	15	24	162 11 0	"	23 16	1598	16 4	40 0	Portland Co.	Nov. '55.	17598	54240	
55	-----	do	4	"	15	24	"	11 0	"	"	"	"	"	do	Feb. '56.	7922	39800
56	-----	do	4	"	16	20	154	"	24 16	"	17 4	42 0	do	May '56.	14860	56244	
57	-----	do	4	"	"	"	178 10 1	1 1/8	25 12	1576	18 7	43 19	Peto & Co.	Nov. '55.	20031	38689	
58	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	9592	36320
59	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	.....	31098
60	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16765	31341
61	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	3294	38420
62	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '55.	13968	29902
63	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	15349	29862
64	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '56.	17292	43812
65	-----	do	4	6 0	15	"	10 4	"	25 5	1073	13 7	38 12	do	Nov. '55.	17507	42162	
66	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '56.	23240	44646
67	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '55.	19828	39692
68	-----	do	4	5 6	16	"	154 11 0	1 1/8	24 12	1598	16 18	41 10	Portland Co.	May '56.	14541	50378	
69	-----	do	4	6 0	15	"	178 10 4	1 1/8	25 5	1073	13 7	38 12	Peto & Co.	Nov. '55.	20849	21654	
70	-----	Not Coupled.	4	"	"	"	"	"	23 12	"	"	36 19	do	May '56.	15019	37928	
71	-----	Coupled.	4	5 6	"	21	160 10 10	1 1/8	28 2	1473	16 9	44 11	Kinmond Bros.	"	7437	36358	
72	-----	do	4	5 0	16	20	154 10 10	"	24 16	1598	18 4	43 0	Portland Co.	July '56.	24399	61231	
73	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	15052	58487
74	-----	do	4	"	"	"	178 10 1	1 1/8	25 12	1576	18 7	43 19	Peto & Co	"	11606	30207	
75	-----	do	4	"	"	"	"	"	"	1073	"	"	"	do	"	5104	25325
76	-----	do	4	"	"	"	"	"	"	1576	"	"	"	do	Sept. '56.	8869	32670
77	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '56.	15047	34934
78	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	2295	24447
79	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	5506	35900
80	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	7584	35914
81	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19114	45698
82	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	"	10531	36752
83	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	3061	30663
84	-----	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '56.	20402	42523



LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF CANADA—[Continued.]

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with wood and Water.	WHERE BUILT		When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.					Inside Diameter.	BUILDER'S NAME.				
85	do	Coupled	4	5 0	16	20	178	10 1	11 1	25 12	1576	18 7	43 19	Peto & Co.	Nov. '56.	3455	23987	
86	do	do	4	5 6	15	21	160	10 10	11 1	28 2	1473	16 9	44 11	Kinmond Bros.	Oct. '56.	6116	30364	
87	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	17572	35115	
88	do	do	4	"	"	20	158	"	"	24 2	1292	14 10	38 12	Ontario Foundry.	Oct. '56.	9470	13554	
89	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	1000	14805	
90	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	2582	14878	
91	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16379	29140	
92	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	12260	24103	
93	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Feb. '57.	13936	28100	
94	do	do	4	6 0	"	"	154	10 4	"	25 6	1521	15 0	40 6	Manchester Works.	Nov. '56.	15214	38075	
95	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	22991	49257	
96	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	6348	31051	
97	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18590	43510	
98	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	20208	32325	
99	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	34179	61460	
100	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	31370	55603	
101	do	do	4	5 0	"	22	145	10 6	"	23 10	1649	16 0	39 10	Portland Company.	Sept. '48.	24148	174879	
102	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '48.	20978	147224	
103	do	do	4	"	"	"	"	"	"	22 15	1554	"	38 15	do	Feb. '49.	25976	168344	
104	do	do	4	5 6	"	20	127	"	1 9	24 14	1649	15 0	39 14	do	May '49.	17274	139539	
105	do	do	4	"	"	"	132	"	"	22 7	1581	16 0	38 7	do	Dec. '49.	15744	149014	
106	do	do	4	"	"	"	"	10 11	"	22 8	2025	"	38 8	do	Feb. '50.	10348	152949	
107	do	do	4	5 0	"	22	"	10 6	"	1534	"	"	"	do	Jan. '51.	15474	110646	
108	do	do	4	"	17	"	169	"	"	24 4	1702	18 4	42 8	do	"	4727	145240	
109	do	do	4	"	14	20	131	10 5	"	22 7	"	16 0	38 7	do	Dec. '51.	17689	133101	
110	do	do	4	5 6	15	"	132	"	"	"	1812	"	"	do	Jan. '52.	17994	130864	
111	do	do	4	5 0	13	"	117	11 0	"	20 0	1321	13 5	33 5	do	April '52.	17932	94377	
112	do	do	4	4 8	14	22	129	10 6	1 3	22 12	1998	15 0	37 12	do	June '52.	14460	93744	
113	do	do	4	5 0	15	20	125	"	"	22 7	1606	16 0	38 7	do	Nov. '52.	12570	96453	
114	do	do	4	"	16	22	150	10 5	"	24 4	1985	18 4	42 8	do	Jan. '53.	20429	100264	
115	do	do	4	5 6	14	"	114	10 6	"	21 9	1602	14 6	35 15	do	Jan. '53.	19760	99753	
116	do	do	4	5 0	15	"	129	11 0	"	23 10	1950	16 0	39 10	do	April '53.	21029	95536	
117	do	do	4	"	16	"	150	10 6	"	24 4	"	18 4	42 8	do	"	22714	133327	
118	do	do	4	"	15	"	141	"	"	24 0	1841	14 11	38 11	do	May '53.	13147	89008	
119	do	do	4	"	"	"	"	10 7	"	"	"	"	"	do	June '53.	17874	114640	
120	do	do	4	5 6	"	"	149	10 6	1 9	23 8	1649	14 3	37 11	do	"	18240	96148	
121	do	do	4	5 0	16	"	150	"	1 3	24 4	1775	18 4	42 8	do	Sept. '53.	19271	126236	
122	do	do	4	6 0	14	"	125	11 0	"	22 0	1950	14 6	36 6	do	Nov. '53.	8080	79009	
123	do	do	4	"	15	"	136	"	"	23 10	"	16 0	39 10	do	"	9133	72208	
124	do	do	4	5 0	"	24	140	"	"	23 17	1772	"	39 17	Boston Locomotive Works.	March '54	22632	105042	
125	do	do	4	"	"	"	"	"	"	"	1870	"	"	do	"	16483	109705	
126	do	do	4	5 6	"	20	132	10 6	1 9	22 7	"	"	38 7	Portland Company.	Jan. '54.	22746	76615	



Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date

ENGINES.		Driving Wheels.		Cylinders.		Flues.			Tender.				WHERE BUILT, OR BUILDER'S NAME.		When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.																		Connections.	Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.	Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.
			ft. in.	Inches	Inches	ft. in.	Inches	Tons.	Cwts.	Gallons.	Tons.	Cwts.	Tons.	Cwts.				
127	-----	Coupled	4	5 0	16	20	154	11 0	11 1/2	25 10	1870	17 13	43 3	Portland Co.	Mar. '57.	26174	73729	
128	do	do	4	"	15	22	141	10 6	"	23 17	1950	15 13	38 10	do	Mar. '54.	13477	112488	
129	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	22465	96854	
130	do	do	4	6 0	14	"	125	11 0	"	21 19	"	14 6	36 5	do	Feb. '54.	1630	46243	
131	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Mar. '54.	8121	63391	
132	do	do	4	5 6	"	20	"	10 6	"	21 0	1602	"	35 6	do	June, '44.	11512	75391	
133	do	do	4	5 0	17	"	140	11 0	"	24 16	1772	18 4	43 0	Boston Locomotive Works.	July '54.	10681	103881	
134	do	do	4	5 6	16	"	"	"	"	"	"	"	"	do	"	19458	97955	
135	do	do	4	"	"	"	154	"	"	25 18	1870	17 16	43 14	Portland Co.	Mar. '57.	17265	46790	
136	do	do	4	"	"	"	160	11 6	"	24 16	"	17 41	16	do	Aug. '54.	12726	68452	
137	do	do	4	5 0	"	24	"	11 0	"	28 16	2045	17 10	46 6	do	April '52.	41238	59238	
138	do	do	4	"	"	20	150	10 10	"	26 0	1583	16 0	42 0	Good, Toronto	Sept. '54.	3841	39174	
139	do	do	4	"	15	22	145	10 7	"	24 4	1959	17 16	"	Portland Co.	Dec. '51.	12844	56700	
140	do	do	4	"	16	"	150	"	"	"	1931	"	"	do	Aug. '52.	10853	40821	
141	do	do	4	"	"	20	152	10 9	"	26 0	1583	16 0	42 0	Good, Toronto	Nov. '56.	9528	17914	
142	do	do	4	5 6	17	"	156	11 0	"	27 0	"	43 0	0	do	Mar. '58.	548	548	
143	do	do	4	5 0	16	"	152	10 9	"	26 0	"	42 0	0	do	Jan. '57.	7113	16643	
144	-----																	
145	do	do	4	"	"	"	178	10 1	11 1/2	25 12	1576	18 7	43 19	Peto & Co.	Dec. '56.	"	22081	
146	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	11817	31069	
147	do	do	4	"	"	"	154	10 4	11 1/2	25 6	1521	15 0	40 6	Manchester Works	Nov. '56.	20114	38459	
148	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	11574	26019	
149	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	19613	37715	
150	do	do	4	"	"	"	"	"	"	"	"	"	"	Amoskeag Works	Oct. '56.	21146	32514	
151	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	16006	29241	
152	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	13408	26652	
153	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	13066	24003	
154	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	15063	33348	
155	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Oct. '56.	17114	34051	
156	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '57.	11669	28786	
157	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Dec. '56.	16105	32826	
158	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	17804	34944	
159	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Jan. '57.	9657	26523	
160	do	do	4	"	"	"	"	"	"	"	"	"	"	do	Nov. '56.	22263	40510	
161	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	12795	34147	
162	do	do	4	6 0	"	"	"	"	"	"	"	"	"	do	"	11633	41594	
163	do	do	4	5 0	"	"	"	"	"	"	"	"	"	do	Oct. '56.	12018	28697	
164	do	do	4	"	"	"	"	"	"	"	"	"	"	do	"	9064	36269	
165	do	do	4	"	"	"	"	11 0	"	25 10	1870	17 3	42 13	Portland Company	Mar. '57.	16743	34915	
166	do	do	4	5 6	"	"	"	"	"	"	"	"	"	do	May '57.	15577	31221	
167	do	do	4	5 0	22	"	"	"	"	29 16	1473	16 9	46 5	do	Mar. '58.	6098	6098	
168	do	do	4	5 6	15	21	160	"	"	"	"	"	"	Hamilton Locomotive Works.	April, '57.	26033	41329	

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1888.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
				ft. in.	Inches	Inches		ft. in.	Inches	Tons.Cwts	Gallons.	Tons.Cwts	Tons.Cwts					
169	Coupled	4	5 6	15	21	160	11 0	14 1/2	29 16	1473	16 9	46 5	Hamilton Locomotive Works	April '57.	16777	32308	
170	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18648	30356	
171	do	4	4 8	16	22	158	10 10	"	24 2	1292	14 10	38 12	Kingston Locomotive Works.	"	14121	27758	
172	do	4	"	"	"	"	"	"	"	"	"	"	do	"	12815	25676	
173	do	4	5 6	"	20	"	"	"	"	"	"	"	do	"	10812	23619	
174	do	4	"	"	"	"	"	"	"	"	"	"	do	"	15626	24653	
175	do	4	5 0	"	24	194	10 11	14 1/2	28 7	1742	19 8	47 15	Amoskeag Co.	Dec'r. '57	13120	14252	
176	do	4	"	"	"	"	"	"	"	"	"	"	do	Feb. '58.	13148	13148	
177	do	4	"	"	"	"	"	"	"	"	"	"	do	April "	9270	9270	
178	do	4	"	"	"	"	"	"	"	"	"	"	do	June "	2920	2920	
179	do	4	"	"	"	"	"	"	"	"	"	"	do	Aug't "	3329	3329	
180	do	4	"	"	"	"	"	"	"	"	"	"	do	"	3582	3582	
187	do	4	"	"	20	178	10 1	"	25 12	1576	18 7	43 19	Peto & Co.	Nov. '57.	15099	17924	
188	do	4	"	"	"	"	"	"	"	"	"	"	do	"	22005	24465	
189	do	4	"	"	"	"	"	"	"	"	"	"	do	"	18709	19909	
190	do	4	"	"	"	"	"	"	"	"	"	"	do	"	16856	18837	
191	do	4	"	17	22	200	"	"	26 16	"	"	45 3	do	Dec. '57.	19644	19644	
192	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19765	20184	
193	do	4	"	"	"	"	"	"	"	"	"	"	do	"	24695	26459	
194	do	4	"	"	"	"	"	"	"	"	"	"	do	"	19710	19710	
195	do	4	5 6	15	21	160	11 0	14 1/2	29 16	1473	16 9	46 5	Hamilton Locomotive Works	Nov. '57.	13046	16580	
196	do	4	"	"	"	"	"	"	"	"	"	"	do	"	23850	26457	
197	do	4	"	15 1/2	"	"	"	"	"	"	"	"	do	March '58	17934	17934	
198	do	4	"	"	"	"	"	"	"	"	"	"	do	"	23685	23685	
199	do	4	"	"	"	"	"	"	"	"	"	"	do	May, '58.	12549	12549	
200	do	4	"	"	"	"	"	"	"	"	"	"	do	July '58.	8091	8091	
201	do	4	5 0	"	"	"	"	"	"	1300	"	"	do	"	9075	9075	
202	do	4	"	"	"	"	"	"	"	"	"	"	do	Sept. '58.	3505	3505	
203	do	4	4 8	16	22	158	10 10	"	24 2	"	14 10	38 12	Kingston Loco. Works	Dec. '57.	11782	12984	
204	do	4	"	"	"	"	"	"	"	"	"	"	do	March '58	17024	17024	

(Signed)

T. W. TREVITHICK.

7

GRAND TRUNK RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair.	Requiring Slight Repairs.	Requiring Heavy Repairs.	TOTAL Number.
First Class Passenger Cars with 12 wheels	none.	.....	.....	.....	.....
Do. with 8 wheels	27.000	69	2	8	79
Second Class Passenger Cars, } 8 wheels.....	24.300	43	3	5	51
Emigrant Cars, 8 wheels,.... }					
Baggage, 8 wheels.....	26.600	20	1	1	22
Baggage & Post Office, 8 wheels	26.600	25	1	4	30
Box, 8 wheels	17.500	1074	20	26	1120
Cattle, 8 wheels	16.800	48	1	2	51
Platform Cars, 8 wheels	14.000	984	63	21	1063
Ballast, 8 wheels .....	.....	76	31	....	107
Do. 4 wheels .....	.....	26	....	....	26
Hand Cars .....	.....	.....	.....	.....	....
Snow Ploughs, large.....	.....	34	....	....	34

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :

<i>London.</i>	<i>Brockville.</i>	<i>Sherbrooke.</i>
<i>Toronto.</i>	<i>Cornwall.</i>	<i>Island Pond.</i>
<i>Cobourg.</i>	<i>Point St. Charles.</i>	<i>Gorham.</i>
<i>Belleville.</i>	<i>Longueuil.</i>	<i>Portland.</i>
<i>Kingston.</i>	<i>Richmond.</i>	<i>Guelph.</i>
	<i>Point Levy.</i>	

(Signed)

T. H. TREVITHICK.

LOCOMOTIVE RETURN OF NORTHERN RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.*		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND	REMARKS.†
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
1	Lady Elgin	Inside.	4	5	14	20	132	10½	13½	24½	1846	17½	42½	At Portland, Me.	1852	9985	.. ..	In good order.
2	Toronto	Outside.	4	4½	16	22	150	11	9	29½	1582	20½	50½	Toronto by James Good.	1853	14755	.. ..	do
3	Josephine	Inside.	4	6	17	20	174	11	13½	29½	1625	19	48½	At Patterson, N.J. by J. Brant	"	13618	.. ..	Wants flue sheet, otherwise in good order.
4	Huron	do	4	5	17	"	174	10½	"	28½	1600	19	47½	do	"	21065	.. ..	In good order.
5	Ontario	do	4	5	17	"	174	10½	"	28½	1650	19	47½	do	"	16074	.. ..	Wants flue sheet & tender frame, otherwise in good order.
6	Simcoe	Outside.	4	5½	16	22	148	12	2	32½	1600	18	50½	At Toronto, by James Good.	"	6395	.. ..	In good order.
7	Collingwood	Inside.	4	5	17	20	191	11	13½	28½	1609	19	47½	At Patterson, N.J. by J. Brant	1854	19925	.. ..	Wants new tender frame, otherwise in good order.
8	Seymour	do	4	5	17	"	191	11	"	28½	1609	19	47½	do	"	22631	.. ..	Wants new tender frame, otherwise in good order.
9	Hercules	do	6	4½	18	"	148	13½	2	33½	1585	18½	51½	At Toronto by James Good.	1855	3520	.. ..	In good order.
10	Samson	do	6	4½	18	"	150	13½	"	33½	1900	20½	53½	do	"	20440	.. ..	Wants flue sheet & tender frame, otherwise in good order.
11	.....	Outside.	4	5	16	"	163	10	"	29½	1778	20	49½	do	"	6120	.. ..	In good order.
12	.....	Inside.	4	5½	17	"	155	10½	"	31½	2216	22	53½	do	"	23257	.. ..	Wants new tender frame, otherwise in good order.
13	.....	do	4	4½	18	"	182	10½	"	29½	2225	22	51½	do	"	5375	.. ..	Wants new tender frame, otherwise in good order.
14	.....	do	4	5½	17	"	150	11	"	30½	1730	21	51½	At Patterson, N. J. by V. Blackburn.	"	23085	.. ..	In good order.
15	.....	do	4	5	17	"	150	11	"	29½	1756	20	49½	do	"	6910	.. ..	Wants new crank-axle, otherwise in good order.
16	J. C. Morrison ...	do	4	5½	17	"	155	11	"	30½	2220	22	52½	At Toronto by James Good.	"	27730	.. ..	In good order.
17	.....	do	4	4½	18	"	176	10½	"	29½	2225	22½	52½	do	"	13645	.. ..	Wants new tyres and tender frame and slight repairs.

* Nos. 1, 3, 4, 5, 7, 8, 14 and 15, have copper flues. Nos. 2, 6, 9, 10, 11, 12, 13, 16 and 17, have brass flues.

† Three of our engines want new flue sheets, and seven of them new tender frames; also one new crank axle to replace the one broken on 29th December, instant—all of which repairs are approaching to completion, by the opening of our spring traffic.

(Signed)

J. TILLINGHAM, *Sup't. Power.*

NORTHERN RAILWAY OF CANADA.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs. *	TOTAL Number.
First Class Passenger Cars, with 12 wheels					
Do. with 8 wheels.....	27.350	8	4	1	13
Second Class Passenger Cars, 8 wheels	23.000	7	....	....	7
Emigrant Cars, 8 wheels					
Baggage, Mail, & Exp. 8 wheels	23.950	2	2	2	6
Box, Freight, and Cattle, 8 wheels	16.500	58	32	28*	118
Platform Cars, 8 wheels.....	14.300	100	35	25*	160
Gravel Cars, 8 wheels.....					
do 4 "				23*	23
Hand Cars			3	....	3
Snow Ploughs, large.....					3
Spar Trucks, 4 wheels.....	4.700	24	....	....	24

* In the shape of new wheels principally.

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

Toronto and Collingwood, by car repairers, and at all Stations by the train men.

(Signed)

J. TILLINGHART,

Sup't. Mo. Power.

F*†

LOCOMOTIVE RETURN OF BUFFALO AND LAKE HURON RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender, with Wood and Water.				Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.																	
1	Goderich	Outside.	4	Feet 5½	16	22	170	11 2	1½	24	10	1475	17 00	43 46	Schenectady, U. S.	1856	31666	64028	In good condition.		
2	Waterloo	do	"	6	"	"	"	"	"	"	"	"	"	"	do	"	31277	73620	Firebox and boiler require repairing.		
3	Caledonia	do	"	5½	15	"	145	11 2	1¾	24	44	"	"	43 80	do	"	25445	65729	Firebox requires a numb'r of new stays		
4	Cayuga	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	24446	67645	Tender and truck under repair.		
5	Victoria	do	"	"	"	"	117	10 11	1¾	19	51	1300	16 00	37 87	Springfield, U. S.	"	"	28061	Being rebuilt, nearly completed.		
6	Dunville	do	"	"	"	"	"	"	"	"	"	"	"	"	do	1857	6737	28876	Requires slight rep.		
7	Stratford	do	"	"	"	"	"	"	"	"	"	"	"	"	do	1858	14721	14721	Under heavy rep'ts		
8	Welland	do	"	"	15½	"	130	11 4½	"	23	60	1375	16 50	42 40	Toronto, C. W.	1857	"	14564	Requires a new tube sheet.		
9	Huron	do	"	5½	"	"	"	"	"	"	"	"	"	"	do	"	"	"	Burnt in conflagration, requires rebuilding.		
10	Superior	do	"	6	16	"	145	11 5½	1¾	24	86	1475	16 00	44 86	Springfield, U. S.	1856	14951	44921	In good condition.		
11	Erie	do	"	5	"	"	"	"	"	"	"	1300	"	42 78	do	"	"	39427	Under thoro' repair		
12	Heseltine	Inside.	"	5½	"	"	156	11 2	1¾	25	00	1475	17 00	44 36	Schenectady, U. S.	"	26024	53255	In good condition.		
13	Powell	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	11638	53897	do		
14	Brant	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	26193	59247	do		
15	Buffalo	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	27577	62728	Requires thoro' rep.		
16	Michigan	do	"	"	"	"	"	"	"	"	"	"	"	"	do	1857	27849	57010	In good condition.		
17	Chicago	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	30087	51020	do		
18	Minnesota	do	"	5	"	"	"	"	"	"	"	"	"	"	do	"	31790	60065	do		
19	Milwaukee	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	26106	50307	do		
20	Illinois	do	"	5½	"	"	"	"	"	"	"	"	"	"	do	"	18649	43521	do		
21	Wisconsin	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	28061	50850	do		
22	Iowa	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	29031	49335	do		
23	Saginaw	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	31636	47447	do		
24	Paris	do	"	"	"	"	"	"	"	"	"	"	"	"	do	"	20206	28756	do		
25	Oxford	do	"	5	"	"	"	"	"	"	"	"	"	"	do	"	26128	37503	do		
26	Perth	do	"	"	"	"	"	"	"	"	"	"	"	"	do	1858	4117	2317	do		
27	Haldimand	do	"	5½	"	"	"	"	"	"	"	"	"	"	do	"	"	"	do		
28	Boxer	do	"	4½	15	20	105	10 5½	"	18	00	1160	13 00	32 70	Boston, U. S.	1857	19708	21247	Tender under rep'ts		
29	Growler	do	"	"	"	20	105	"	"	"	"	"	"	"	do	"	21989	22189	In good condition.		

BUFFALO AND LAKE HURON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair.	Requiring Slight Repairs.	Requiring Heavy Repairs.	TOTAL Number.
First Class Passenger Cars	21.000	11	5	2	18
with 12 wheels	none.	....	....	....	....
Do. with 8 wheels	21.000	....	....	....	....
Second Class Passenger Cars, 8 wheels.....	19.000	5	....	1	6
Emigrant Cars, 8 wheels,.....	none.	....	....	....	....
Baggage, Mail, and Express, 8 wheels	18.500	12	2	....	14
Box Freight and Cattle, 8 wheels	16.000	134	....	....	134
Platform Cars, 8 wheels	14.500	42	54	....	96
Gravel Cars, 8 wheels	12.000	10	....	14	24
Do. 4 wheels	6.000	30	....	44	74
Hand Cars	600	8	....	4	12
Snow Ploughs, large.....	2.300	1	....	....	1

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :

Fort Erie, Brantford, and Goderich.

(Signed)

HENRY YATES,
Mechanical Sup't.

BRANTFORD, January 31st, 1859.

LOCOMOTIVE RETURN OF LONDON AND PORT STANLEY RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
1	L. Lawrason.....	Outside.	4	5 6	15	22	150	11 0	1 1/4	Tons. Cwt	Gallons.	Tons. Cwt	Tons. Cwt	Schenectady, N.Y.	1856	9080	27080	Good.
2	M. Anderson.....	do	4	"	15	22	"	11 0	1 1/4	----	2000	21	59	do.	1856	28000	59000	Good.

(Signed)

W. BOWMAN, *Sup't.*

H*

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Name	Address	City
John Doe	123 Main St	New York
Jane Smith	456 Elm St	Boston
Robert Brown	789 Oak St	Chicago
Mary White	101 Pine St	Philadelphia
James Green	202 Cedar St	San Francisco
Elizabeth Black	303 Birch St	Los Angeles
William Gray	404 Spruce St	Portland
Susan Hall	505 Ash St	Seattle
Thomas King	606 Hickory St	Denver
Margaret Lee	707 Walnut St	Nashville
Charles Miller	808 Chestnut St	Columbus
Anna Wilson	909 Sycamore St	Indianapolis
George Taylor	1010 Magnolia St	Jacksonville
Helen Adams	1111 Poplar St	San Antonio
Frank Baker	1212 Locust St	Fort Worth
Grace Clark	1313 Olive St	Oklahoma City
Edward Evans	1414 Maple St	Tulsa
Lillian Foster	1515 Elm St	Wichita
Harold Gibson	1616 Oak St	Lawrence
Bertha Hall	1717 Pine St	Topeka
Albert King	1818 Cedar St	Hartford
Evelyn Lee	1919 Birch St	Springfield
Roy Miller	2020 Spruce St	Dayton
Dorothy Wilson	2121 Ash St	Cincinnati
Clarence Taylor	2222 Hickory St	St. Louis
Mildred Adams	2323 Walnut St	Kansas City
Eugene Baker	2424 Chestnut St	St. Paul
Gladys Clark	2525 Sycamore St	Minneapolis
Louis Evans	2626 Magnolia St	St. Petersburg

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LONDON AND PORT STANLEY RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs. *	TOTAL Number.
First Class Passenger Cars.....	.....	.....	.....	.....	.....
First Class Passenger Cars, with 12 wheels .....	.....	.....	.....	.....	.....
Do. with 8 wheels.....	28.000	2	.....	.....	2
Second Class Passenger Cars, 8 wheels .....	.....	.....	.....	.....	.....
Emigrant Cars, 8 wheels .....	.....	.....	.....	.....	.....
Baggage, Mail, & Exp. 8 wheels	19.500	2	.....	.....	2
Box, Freight, and Cattle, 8 wheels	18.500	22	4	2	28
Platform Cars, 8 wheels.....	14.000	15	5	.....	20
Gravel Cars, 8 wheels.....	.....	.....	.....	.....	.....
do 4 " .....	.....	.....	.....	.....	.....
Hand Cars .....	.....	2	.....	.....	2
Snow Ploughs, large.....	.....	.....	.....	.....	.....

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

London and Port Stanley Railway.

(Signed)

W. BOWMAN,
Sup't. Mo. Power.

LOCOMOTIVE RETURN OF ERIE AND ONTARIO RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.								
Erie.		Outside.	4	5 $\frac{1}{2}$ ft. in.	15 Inches	22 Inches	124	10 ft. in.	13 $\frac{3}{4}$ Inches	15 Tons.Cwts	500 Gallons.	12 Tons.Cwts	27 Tons.Cwts	Springfield, Massachusets, purchased from Buffalo and Brantford R. R. in 1854.			
Niagara.		Inside.	4	5	16	20	155	10	13 $\frac{3}{4}$	18	500	12	30	Manchester, N.H.	1855	4200	8400

(Signed)

J. B. ROBERTSON, *Lessee and Manager.*

1*

ERIE AND ONTARIO RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.....					
Do. with 12 wheels.....					
Do. with 8 wheels.....	24.000			4	4
Second Class Pass.Cars, 8 wheels.....					
Emigrant Cars, 8 wheels.....					
Baggage, Mail and Exp. 8 wheels.....	22.000			1	1
Box Freight and Cattle, 8 wheels.....	17.000			1	1
Platform Cars, 8 wheels.....	15.000			8	8
Gravel Cars, 8 wheels.....					
Do. 4 wheels.....	6.000			20	20
Hand Cars.....	700	3			3
Snow Ploughs, large.....					

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :—

Niagara.

(Signed)

J. B. ROBERTSON,
Lessee and Manager.

LOCOMOTIVE RETURN OF COBOURG AND PETERBORO' RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.								
				ft. in.	Inches	Inches		ft. in.	Inches	Tons. Cwts	Gallons.	Tons. Cwts	Tons. Cwts				
	Cobourg	Inside.	4	5	16	20	151	13	13	24	2000	4	23	Good, Toronto	1854	22500	Not known. Undergoing thorough repairs.
	Alma	Outside.	4	4	16½	20	160	12	12	23½	1500	3½	27	do	1855	6000	
	Peterboro'	Inside.	4	5	16	20	141	14	13	23	2000	4	27	do	1855	4000	

(Signed)

J. H. DUMBLE, *Engineer and Superintendent*, 22nd January, 1859.

Cobourg and Peterboro' Railway opened for Traffic, May, 1854.

K*

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COBOURG AND PETERBORO' RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair.	Requiring Slight Repairs.	Requiring Heavy Repairs.	TOTAL Number.
First Class Passenger Cars,....
with 12 wheels
Do with 8 wheels	2	....	....	2
Second Class Passenger Cars, 8 wheels
Emigrant Cars, 8 wheels
Baggage, Mail and Express, 8 wheels	1	....	....	1
Box, Freight and Cattle, 8 wheels	10	....	10
Platform Cars, 8 wheels.....	55	....	55
Gravel Cars, 8 wheels.....
Do 4 wheels.....	17	....	....	17
Hand Cars	4	....	....	4
Snow Ploughs, large.....	1	....	....	1

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations :

Cobourg, Harwood and Peterboro'.

(Signed)

J. H. DUMBLE,
Engineer & Sup't.

Vol. 27, No. 19

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LOCOMOTIVE RETURN OF OTTAWA AND PRESCOTT RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender, with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the Year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
1	Oxford.....	Outside.	4	Feet. 4	Inch. 11½	Inch 20	82	Feet 9½	Inch 17	Tons. 12	Galls 1000	Tons. 6	Tons. 18	Boston Locomotive Works.	1854 May	466	55614	
2	St. Lawrence.....	do	4	4½	14	22	111	10½	17	18	1500	12	30	do	July	11306	90577	
3	Ottawa.....	do	4	4½	14	22	111	10½	17	18	1500	12	30	do	"	18776	100392	
4	Colonel By.....	Inside.	4	5½	14	20	112	10½	17	18	1500	12	30	do	October.	29652	115048	
5	Prescott.....	do	4	5½	14	20	92	10½	17	16	1400	10	26	do	Nov. '57.	28732	30528	

(Signed)

JOHN R. WHITE, Sec'y. O. & P. R. R. Co.

L*

1881

1881

1881

OTTAWA AND PRESCOTT RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.....	.....	.....	.....	.....	.....
Do. with 12 wheels.....	.....	.....	.....	.....	.....
Do. with 8 wheels.....	16.000	3	3	.....	6
Second Class Pass.Cars, 8 wheels	16.000	1	.....	.....	1
Emigrant Cars, 8 wheels	16.000	1	.....	.....	1
Baggage, Mail and Exp. 8 wheels	14.000	2	.....	.....	2
Box Freight and Cattle, 8 wheels	12.000	40	.....	.....	40
Platform Cars, 8 wheels.....	11.000	30	.....	.....	30
Gravel Cars, 8 wheels.....	none.	.....	.....	.....	.....
Do. 4 wheels.....	4.000	40	.....	.....	40
Hand Cars	500	3	.....	3	6
Snow Ploughs, large.....	.....	.....	.....	.....	.....

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station :—

Prescott.

(Signed)

JOHN R. WHITE,
Sec'y. O. & P. R. R. Co.

L*†

LOCOMOTIVE RETURN OF MONTREAL AND CHAMPLAIN RAILWAYS OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.		Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.									
				feet.	Inches	Inches		ft.	Inches	Tons.	Galls.						
	Laprairie	Inside.	4	5½	16	20	146	11	1½	.....	1800	.....	Taunton Manufacturing Co.	1852	10505	72017	In use on freight.
	Dorchester	"	4	5	16	20	146	"	1½	.....	1800	.....	do	1852	11615	93364	In shop for repairs.
	St. Lambert	"	4	5½	14	20	128	"	1½	.....	1600	.....	do	1851	21195	125837	On passenger train.
	St. Helen	"	4	5½	14	20	128	"	1½	.....	1600	.....	do	1852	21110	122314	do
	St. Lawrence	Outside.	4	5	13½	20	121	11½	1½	.....	1600	.....	M. W. Baldwin, Philadelphia.	1851	3509	70180	On Farnham road, passenger.
	Canada	"	4	5	13	26	98	11	1½	.....	1600	.....	William Norris, do	1851	13757	74183	Ready for use.
	Champlain	"	4	5	15	22	139	11¾	1½	.....	2000	.....	do do	1847	2181	33676	do
	Montreal	Inside.	4	4½	11	16	94	8½	1½	.....	1200	.....	M. W. Baldwin, do	1847	.....	27066	Not in use.
	John Molson	Outside.	2	5½	14	20	109	10½	2	.....	1600	.....	Kinmond & Co., Dundee	1849	6060	53917	Ready for use.
	Hemmingford	"	4	4½	13	24	113	11	1½	.....	1600	.....	Amoskeag Co., Manchester.	1853	10367	.....	In use, frt. and pass.
	Souhegan	"	2	4½	10	16	81	8	1½	.....	800	.....	Hinckley & Co., Boston.	.....	3400	.....	Ready for use.
	New York	Inside.	4	5½	14	20	140	11	1½	.....	1600	.....	Amoskeag Co., Manchester.	1853	7830	.....	In use, pass. train.
	St. Renie	Outside.	4	4½	13	24	113	11	1½	.....	1600	.....	do do	.....	17883	.....	Wood train.
	Montreal	"	2	5½	14	20	109	10½	1½	.....	1200	.....	Kinmond & Co., Dundee.	.....	10785	.....	In shop, for new tyres.
	James Ferrier	"	2	"	14	20	109	10½	1½	.....	1200	.....	do do	.....	11841	.....	Ready for use.
	Caughnawaga	Inside.	4	"	14	20	140	11	1½	.....	1600	.....	Amoskeag Co., Manchester.	1853	14311	.....	In shop, new fire box

(Signed)

JOHN DODSWORTH, *Superintendent Motive Power.*

M*

MONTREAL AND CHAMPLAIN RAILWAYS.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.....
Do. with 12 wheels.....
Do. with 8 wheels.....	7	3	1	11
Second Class Pass.Cars, 8 wheels.....	4	.....	.....	4
Emigrant Cars, 8 wheels.....
Baggage, Mail and Exp. 8 wheels.....	7	.....	.....	7
Box Freight and Cattle, 8 wheels.....	66
Platform Cars, 8 wheels.....	In fair order, some requiring slight repair.	.....	.....	100
Gravel Cars, 8 wheels.....
Do. 4 wheels.....	30
Hand Cars.....	10
Snow Ploughs, large.....	Out of use.	.....	.....	.....	1

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

St. Lambert, Rouse's Point, Montreal, Caughnawaga,

(Signed)

JOHN DODSWORTH,

Sup't. Motive Power.

M*†

LOCOMOTIVE RETURN OF CARILLON AND GRENVILLE RAILWAY.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders		Flues.			Weight of Engine.	Water capacity of Tender.		Total weight of Engine and Tender, with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total Miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.		Galls	Tons.						
1	Ottawa	Inside.	4	Ft. in 5 6	Inch. 14	Inch 22	125	Feet 10	Inch. 1 $\frac{1}{2}$	Tons. Unknown.	Galls 1500	Tons.	Tons. Unknown.	Kinmond Brothers, Montreal	1854	Unknown	Unknown	Undergoing thoro' repairs.
2	Grenville	do	4	4 9	12	18	85	9 7 $\frac{1}{2}$	1 $\frac{1}{2}$	Unknown.	1200	Unknown.	Unknown.	D. C. Gunn, Hamilton	Aug. '58.	about 5000	Unknown	Wants new Springs otherwise in good order.

This Line has been run very irregularly, and in winter, and sometimes at other intervals not at all, so it is quite impossible to judge of the Engines mileage, and no record has been kept. The Line is closed from about the 25th of Nov. to about May 1st, each year.

(Signed)

J. F. BERNARD, *Superintendent.*

N*

CARILLON AND GRENVILLE RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pounds.	In good repair.	Requiring slight repairs.	Requiring heavy repairs.	TOTAL Number.
First Class Passenger Cars.....	.....	.....	.....	.....	.....
Do. with 12 wheels.....	.....	.....	.....	.....	.....
Do. with 8 wheels....	2	.....	.....	.....	2
Second Class Pass.Cars, 8 wheels	4	.....	.....	.....	4
Emigrant Cars, 8 wheels .....	.....	.....	.....	.....	.....
Baggage, Mail and Exp. 8 wheels	2	.....	.....	.....	2
Box Freight and Cattle, 8 wheels .....	.....	.....	.....	.....	.....
Platform Cars, 8 wheels	4	.....	.....	.....	4
Gravel Cars, 8 wheels.....	.....	.....	.....	.....	.....
Do. 4 wheels.....	.....	.....	.....	.....	.....
Hand Cars	1	.....	.....	.....	1
Snow Ploughs, large.....	.....	.....	.....	.....	.....

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :—

Carillon and Grenville.

(Signed)

J. F. BERNARD,
Superintendent.

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LOCOMOTIVE RETURN OF ST. LAWRENCE AND INDUSTRY VILLAGE RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on Road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
1	Dorchester	Inside.	1 pair	4	10	15	64	6 10	11	Tons.Cwt	Gallons.	Tons.Cwt	Tons.Cwt	John Stevenson & Son, Eng.	1836	4368	39312	
2	J. C. Pierce	Outside.	2 pairs	3 10 $\frac{1}{4}$	10 $\frac{3}{4}$	20	94	7 6	11 $\frac{1}{2}$	12	8	350	2	10	1838	4368	30576	
														Wm. Morris, Philadelphia..				

Je certifie que l'état ci-dessus est vrai et correct, au meilleur de ma connoissance et croyance. Village d'Industrie, 31me Decembre, 1858.

(Signé)

CHAS. A. PANNETON, *Secrétaire et Trésorier.*

o*

Name of the person	Age
John Smith	25
Mary Jones	30
James Brown	20
Elizabeth White	28
Thomas Green	22
Sarah Black	27
William Grey	23
Ann Hill	26
Robert Lee	21
Margaret King	24

ST. LAWRENCE AND INDUSTRY VILLAGE RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars
owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average Weight in pound.	In good Repair.	Requiring Slight Repairs.	Requiring Heavy Repairs.	TOTAL Number.
First Class Passenger Cars, with 4 wheels	3000	....	Slight Rep's. ....	....	1
Do with 8 wheels .....	....	....	....	....	....
Second Class Passenger Cars, 4 wheels	12000	....	Do. ....	....	4
Emigrant Cars, 8 wheels .....	....	....	....	....	....
Baggage, Mail and Express, 4 wheels	6000	....	....	....	2
Box, Freight and Cattle, 8 wheels .....	....	....	....	....	....
Platform Cars, 8 wheels	12000	....	....	....	2
Gravel Cars, 4 wheels	30000	....	....	....	10
Hand Cars .....	....	....	....	....	2
Snow Ploughs, large .....	....	....	....	....	....

The Cars in every train on this Railway have their wheels
and running gear examined every trip, at the following Sta-
tions :

(Signed)

CHAS. A. PANNETON,
Secretary & Treasurer.

LOCOMOTIVE RETURN OF PORT HOPE, LINDSAY AND BEAVERTON AND PETERBORO' SECTION RAILWAY OF CANADA.

Number, description and condition of Locomotive Engines owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

ENGINES.		Connections.	Driving Wheels.		Cylinders.		Flues.			Weight of Engine.	Water capacity of Tender.	Weight of Tender with Wood and Water.	Total weight of Engine and Tender with Wood and Water.	WHERE BUILT, OR BUILDER'S NAME.	When first put in use.	Miles run during the year 1858.	Total miles run since first put on road.	GENERAL CONDITION AND REMARKS.
No.	NAME.		Number.	Diameter.	Diameter.	Stroke.	Number.	Length.	Inside Diameter.									
				ft. in.	Inches	Inches		ft. in.	Inches	Tons.	Galls.	Tons.Owts	Tons.Owts					
1	Hope	Outside.	6	4 $\frac{1}{2}$	16	22	143	12 $\frac{3}{16}$	1 $\frac{3}{4}$	28	1500	15	43	Amoskeag manuf'g.Co.,N.H.	.....	17376	34752	In working condition
2	Lindsay	do	6	4 $\frac{1}{2}$	16	22	143	12 $\frac{3}{16}$	1 $\frac{3}{4}$	28	1500	15	43	do do	.....	19820	33000	In first rate "
3	Clifton	Inside.	4	5	15	20	151	10 $\frac{3}{8}$	1 $\frac{3}{4}$	22	1400	12	36	Manchester, N.H.	April '58.	17375	17375	In working "
4	Havelock	do	4	5	16	22	158	11	1 $\frac{3}{4}$	26 $\frac{1}{2}$	1600	16	42 $\frac{1}{2}$	Kingston Locomotive Works.	June, '58.	13041	13041	In first rate condition for one year.

The above statement is correct.

I am, very respectfully, your obedient servant,

(Signed)

A. T. WILLIAMS, *Superintendent.*

P*

P. H. L. AND BEAVERTON RAILWAY.

ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars,
owned by this Company, on the 31st December, 1858.

DESCRIPTION OF STOCK.	Average weight in pounds.	In good repair.	Requiring Slight Repairs.	Requiring Heavy repairs.	TOTAL Number.
First Class Passenger Cars.....					
First Class Passenger Cars, with 12 wheels					
Do. with 8 wheels.....		3			3
Second Class Passenger Cars, 8 wheels					
Emigrant Cars, 8 wheels					
Baggage, Mail, & Exp. 8 wheels.....		2			2
Box, Freight, and Cattle, 8 wheels.....		15			15
Platform Cars, 8 wheels.....		43		5	48
Gravel Cars, 8 wheels.....					
do 4 "		15	10		25
Hand Cars		11			11
Snow Ploughs, large.....					

The Cars in every train on this Railway have their wheels
and running-gear examined every trip, at the following
Stations:—

Port Hope, Lindsay and Peterboro'.

I cannot give weight of cars as we have no Scales.

I am, Gentlemen,
Your obed't Servant,

(Signed) A. T. WILLIAMS,
Superintendent, P. H. L. & B. R'y.



JAN. 26/31

